



GETTYSBURG NATIONAL MILITARY PARK COMMISSION

ANNUAL REPORTS

TO THE

SECRETARY OF WAR

1893 1894 1895 1896 1897 1898 1899

WASHINGTON
GOVERNMENT PRINTING OFFICE
1900

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SECRETARIES OF WAR

Hon. DANIEL S. LAMONT
Hon. RUSSELL A. ALGER
Hon. ELIHU ROOT

UNITED STATES GETTYSBURG COMMISSION

Lieut. Col. JOHN P. NICHOLSON, *Chairman.*

Appointed May 25, 1893.

Major WILLIAM M. ROBBINS.

Appointed March 13, 1894.

Major CHARLES A. RICHARDSON.

Appointed April 25, 1895.

JOHN B. BACHELDER, Esq.

Appointed May 25, 1893.

Died December 22, 1894.

Brig. Gen. W. H. FORNEY.

Appointed May 25, 1893.

Died January 16, 1894.

Bvt. Lieut. Col. E. B. COPE, *Engineer.*

Mr. S. AUGUSTINE HAMMOND, *Assistant Engineer.*

Mr. H. W. MATERN, *Assistant Engineer and Draftsman.*

ANNUAL REPORT OF THE GETTYSBURG NATIONAL MILITARY PARK COMMISSION TO THE SECRETARY OF WAR, 1893.

GETTYSBURG, PA., *November 16, 1893.*

SIR: The commission was appointed May 25, 1893, by Secretary of War Daniel S. Lamont, and consisted of Lieut. Col. John P. Nicholson, John B. Bachelder, esq., and Brig. Gen. W. H. Forney.

The letter of instruction for the guidance of the commission was dated May 29, 1893, and the board assembled for organization May 31, 1893. Present, Colonel Nicholson and Mr. Bachelder. General Forney absent, detained by sickness at his home.

Upon organization the commission found important lines of battle occupied by an electric railway, the construction of which had begun early in April, 1893. After inspecting the road and the land over which it was constructed, on July 1 the full board assembled and selected Col. E. B. Cope as topographical engineer. He was appointed and the assistants selected, a room for the commission rented at Gettysburg, and the survey of the field was at once commenced and has been daily continued.

The first work was to establish a meridian, which in all the surveys since the war had never been done. The datum point of reference was the center of the square in the town of Gettysburg, and a meridian line was established on the high ground of the Gettysburg Battlefield Memorial Association, near Hancock avenue.

The north point of this line is near the monument of the One hundred and twenty-sixth New York Infantry, and the south point near the line of the Benner property. The line was subsequently extended south to the Tenth New York Infantry Monument.

The location of the town of Gettysburg, geographically, has been determined to be latitude $39^{\circ} 49' 15''$ and longitude from Washington $0^{\circ} 14' 0''$ west; the altitude above tide water at the Center Square, 550 feet.

Using this meridian as a base of operations, there has been run many miles of back-sight transit lines on various parts of the field.

The commissioners completed the examination of the Seminary Ridge line on August 3, from the Blocher property, on the Hagers-town road, south to and beyond the McMillan Woods, and decided to survey a preliminary line at once. The line begins at the Blocher Building and runs south to the Emmitsburg road at the James Felix property and traverses the line that was taken up and occupied by the Confederate army during the greater part of the second and third days' battle and affords a view of the entire line from the cemetery to Round Top. It has since been surveyed and extended to the Ridge road, 4,500 feet south.

Upon this avenue, and in rear of it, there remain many traces of the Confederate breastworks, and in all cases where stone walls were

remaining that were known to have been used for defensive purposes, they were included within the avenue.

At the north side of this avenue is a piece of timber containing about 4 acres, where the Confederate artillery was posted, which is included in the survey; also the Spangler Woods, in which are remains of breastworks, containing about 25 acres, situated near the middle of the avenue, was surveyed and computed. All the work was connected with the meridian by the Emmitsburg road.

On August 14 a Confederate avenue was surveyed, which was temporarily named the "Outside Wheatfield avenue," beginning at the Emmitsburg road, 800 feet southwest of the crossroads at the Peach Orchard, running easterly to the lands of the Memorial Association, thence in a southeasterly direction by the lands of the Memorial Association, and terminating on a west line of the Crawford tract, near Devil's Den.

On August 16 and 17 the Crawford tract was surveyed and found to contain about 47 acres, which was mapped in connection with the Tipton property and lands of the Memorial Association.

On August 18 a transit line was run from the Emmitsburg road on the crossroad to H. Spangler's woods, and thence to the Seminary Ridge line.

On August 22 and 23 the survey was made on the line of the Memorial Association on Little Round Top, and also on the boundary lines of the Tipton property, included between the said association property and the Crawford tract.

On August 24 the lines of the Pfeffer, Benner, and Coderi properties were surveyed. This survey was completed September 10.

On September 11 survey was made of a lot of ground belonging to Charles Starner on the Seminary Ridge avenue line, with a view to purchase the property.

On the 12th and 13th the properties of James Felix, at the end of the avenue on the Emmitsburg road, was surveyed and also the lines on the properties of Mr. Wolf and Mrs. Plank. These properties are connecting on the avenue line and reach from the Wheatfield road to the Emmitsburg road.

On September 20 a transit line was made at the intersection of Reynolds avenue and Chambersburg street in Gettysburg, which was continued out the Chambersburg pike to Willoughby Run, and from near this point two avenues were run on the east side of the stream, ending at the Springs Hotel bridge. The other one, beginning on the west side of the bridge and following the right bank of Willoughby Run, terminates in a public road that leads in a northwesterly direction to the Herr Tavern road.

On September 21 to 23 the preliminary line for another avenue was surveyed. It begins at a point on the Chambersburg pike 880 feet west of Willoughby Run bridge, crossing the Springs Hotel property in a southerly direction, and ends at the Hagerstown road. This line was prolonged several miles to a previously located connecting point on the Seminary Ridge line.

On September 25 commenced a transit line upon Reynolds and Buford avenues to the line of timber beyond the Mummasburg road on the property of John Forney. Here we began a line for another avenue in an easterly general direction to the Carlisle road; thence continuing through property of the Blocher heirs and across Rock Creek; then in a southeasterly general direction to the Harrisburg road at the J. Benner House, continuing the line in the same general

direction across the Western Maryland Railroad and York pike to the summit of Benners Ridge. From this point there was run a straight line to Benners Hill, and there the survey was temporarily suspended.

On September 28 began a careful survey of the field in the vicinity of the Springs Hotel, the object of which was to map that territory to the minutest detail, showing also all the projected Confederate avenues. The survey embraces an area of about $1\frac{1}{2}$ square miles. It has been carefully mapped, traced, and blue printed. This survey and the office work necessary to complete the map occupied the attention of the engineer corps until October 10.

On October 11 there was run a line from the point in the center of the square of the town by the Hanover road to a point connecting our line on Benners Hill, and also triangulated to the same point from East Cemetery Hill.

The engineer corps is now at work on a detailed survey of East Cemetery and Culp's Hill and the ground to the east and other adjoining lands.

On August 28 the commissioners addressed a proposition to the attorneys representing heirs of the estate of General Crawford to purchase the land known as the Crawford tract for \$700. The proposition was accepted after approval by the Secretary of War, and the deeds are now being executed.

On September 18 the commissioners purchased from Mr. Charles Starner 5.26 acres of land, at \$50 per acre. The purchase was ratified by the Secretary of War, and the deed is now being executed.

On August 23 an excursion party from Winchester, Va., many of whom (veterans of the Stonewall Brigade) had been at the battle, visited Gettysburg. They went over the field in company with the commissioners (Mr. Bachelder and General Forney having gone to Hagerstown, Md., to meet them) and marked a number of positions of the respective commands of the Confederate army on Culp's Hill and elsewhere, and returned to their homes in the evening. They seemed deeply impressed with the importance of this work and enthusiastic in their assurance of cooperation from the Confederate veterans.

A summary of the field work of the engineer corps under the direction of the commission shows the following:

Twenty-seven miles of public roads have been run and a preliminary survey of 20 miles of avenues and proposed avenues was made, and 24 miles of property lines. As the work of constructing the avenues progresses other surveys will be necessary. The work has been plotted on a scale of 1 inch to 500 feet and reduced to one-half that size. Part of the work has been enlarged to 1 inch to 400 feet, and also 1 inch to 200 feet, which is the scale of the large Warren map, 12 feet square.

A large portion of the work has been traced and blue printed.

The commission has not thought it wise to open avenues until such times as land can be purchased at reasonable prices. This, it is believed, may be accomplished by watching the opportunity to buy odd lots which will be needed in open market at popular rates, by which plan the commission will not only secure lands desired, but a precedent will be established for the use of the court should the necessity for condemnation proceedings arise.

By the opening of spring the commission will be in condition to commence the construction of avenues and the locating on them of tablets marking the positions of troops.

Various communications, copies of which were promptly trans-

mitted to the Secretary of War, passed between the commissioners and the president of the electric railway, Mr. Hoffer. The position assumed by the commission, under the guidance of the Secretary of War, resulted in a suspension of the work upon the electric road at the parts the occupation of which had been objected to by the representatives of the Secretary of War. While all has not been accomplished that the commissioners desired in this connection, they feel justified in expressing the opinion that the road will eventually be removed from historic localities, at a small expense to the Government.

The hearty sympathy and cooperation of the Secretary of War in the efforts of the commission to remove the electric road from the occupation of the prominent parts of the battlefield has been a source of great satisfaction, and the board can not refrain from the mention of this fact.

The work of the commission has been hampered by the expectations of numerous people representing various interests, in their demands for high prices for land. Thus far their efforts have been unsuccessful, as shown by this report.

RECOMMENDATIONS.

For the purpose of purchasing lands for avenues and marking the positions of troops embraced by the recent surveys, for the construction and fencing of the avenues, and for the manufacture of tablets and other markers to mark the positions of troops it is recommended that a sum not less than \$50,000 be appropriated.

JOHN P. NICHOLSON,
JOHN B. BACHELDER,
W. H. FORNEY,
Commissioners.

THE SECRETARY OF WAR.

BLUE PRINTS ACCOMPANYING REPORT.

- 1.—Crawford property.
- 2.—Pfeffer, Codori, Benner, and adjoining properties.
- 3.—Starner property.
- 4.—Felix property.
- 5.—Plank property.
- 6.—Hancock avenue, etc.
- 7.—Springs Hotel property, etc.
- 8.—Codori property (part of).
- 9.—Pfeffer property.
- 10.—Benner property.
- 11.—Memorial Association property (part of).
- 12.—Gettysburg Electric Railroad Company (part of).
- 13.—A map of the vicinity of Gettysburg, showing the work of engineer corps of the United States Gettysburg Battlefield Commission from July 26 to November 1, 1893.
- 14.—Map showing the avenues secured, upon which are located the brigades of infantry and battalions of artillery engaged in the battle of Gettysburg.

ANNUAL REPORT OF THE GETTYSBURG NATIONAL MILITARY PARK COMMISSION TO THE SECRETARY OF WAR, 1894.

WAR DEPARTMENT,
GETTYSBURG BATTLEFIELD COMMISSION,
Gettysburg, Pa., November 12, 1894.

SIR: The commission have the honor to submit their second annual report from October, 1893, to November 12, 1894. The blue prints taken from maps of original work projected by this commission, surveyed and completed and which are numerous, will be bound together and transmitted to the Secretary of War.

It is the policy of the commission to make the report one of progress.

From the date of the last report field work was continued until the beginning of snow, and also at intervals through the winter. Active operations in the field were resumed in March and have been continued to this date.

The work of the engineer department of the commission has been performed with great fidelity under the guidance of Bvt. Lieut. Col. E. B. Cope and Mr. S. A. Hammond, his able assistant, and includes a large amount of surveying and mapping of tracts of land for avenues, laying out, leveling, cross-sectioning, preparing maps and specifications of the avenues proposed and projected and sections of avenues for the use of contractors.

Attention has been given to surveys to harmonize conflicting property lines where the property bounded by one or more of such lines was about to be purchased for the United States; also careful surveys and maps of the present loop of the Gettysburg Electric Railroad have been prepared for the use of the Government.

A scheme for the complete and exhaustive topographical study of the field was begun last year and has been kept in view and continued whenever time and opportunity afforded, as follows: To make an accurate and complete instrumental survey of the entire battlefield, and to make it on a scale of 200 feet to the inch, consisting of 25 sheets, 27 by 28½ inches, each representing a square of the field 5,400 feet wide east and west and 5,660 feet north and south.

This map is intended to show the streams, roads, buildings of every description, monuments and markers, avenues, timber, earthworks, stone walls, fence lines, and rocks; all the undulations will be shown by contour lines for every 4 feet difference of level. Much of this work actually done will appear by implication. Surveys have already been finished for three sheets. The proper mapping of the balance of the field work will engage the attention of the corps during the inclement winter weather. The office has also included besides original work

copies of the large Warren map. During the past year a number of positions of troops have been marked by visitors to the field who were soldiers and took part in the battle, and where these positions were reliable they were located upon our base map.

On August 11 General Lewis, Colonel Tate, and Colonel Keenan, of North Carolina, visited the battlefield and located the position of many of the North Carolina troops. Gen. H. Heth, late of the Confederate States Army and of the Antietam Battlefield Commission, visited the field and located the position of the two batteries of his command from which the first shots were fired and that opened the battle upon the Confederate line.

On October 30 a committee of the Seventh West Virginia Infantry located their battle line on the Pfeffer property, near Ziegler's Grove.

It is the intention of the board of commissioners to address a communication to the governor of all the States, requesting them to name representatives of the organizations that were present, for the purpose of locating every movement made by troops during the battle.

One principal Confederate avenue has been decided upon. It reaches from the Hagerstown road to a point 2,470 feet beyond the Emmitsburg road, upon the ridge occupied by the main line of the Confederate army during the 2d and 3d of July, 1863. It has been divided into five sections. Section 4 is under contract and will be completed this early winter. Section 5 is also under contract.

It was found from the surveys made that an avenue 500 feet wide would include all the Confederate earthworks from the Hagerstown road to the Codori line, a distance of 3,500 feet. From this line south to the Wheatfield road an avenue 150 feet wide would embrace the principal works, except those that were located in Spanglers Woods. This part of the avenue would be 9,931 feet long, and the avenue between the extreme points named would contain 74 acres of ground. A calculation of the area of the avenue for different widths between the extreme points is as follows:

	Acres.
60 feet wide, 13,341 feet long	18½
100 feet wide, 13,341 feet long	31
150 feet wide, 13,341 feet long	46½

The principal avenue has been divided into five sections:

Section 1, from Blocher's house to the Codori line, 3,700 feet.

Section 2, from Codori line to Spanglers Run, 3,700 feet.

Section 3, from Spanglers Run to Wheatfield road, 4,800 feet.

Section 4, from Wheatfield road to Emmitsburg road, 3,700 feet.

Section 5, from Emmitsburg road to present end of avenue, 2,470 feet.

On April 11 drawings and specifications for bids on section 4 of avenue were furnished to the following contractors: L. E. Miller, Cape May, N. J.; R. W. Johnson, Wayne, Pa.; M. & T. E. Farrell, Westchester, Pa.; Patricinus McManus, Philadelphia, Pa.; James P. Mangen, Gettysburg, Pa.; B. B. Gonder, Strausburg, Pa.; Pollard, Murtagh & Moore, Philadelphia, Pa.; Ward & Stricker, Harrisburg, Pa.; Hafer Brothers, Chambersburg, Pa.; Owen Patterson, Baltimore, Md.; Slayer & Boyer, Harrisburg, Pa.

From the 13th to the 21st of April a majority of those having received specifications for section 4 of the avenue visited Gettysburg for the purpose of viewing the locality, and were taken over the ground, and on the 21st five bids were handed in, namely, Slayer &

Boyer, Harrisburg, Pa.; B. B. Gonder, Strausburg, Pa.; Farrell & Bro., Westchester, Pa.; Richard W. Johnson, Wayne, Pa., and P. McManus, Philadelphia, Pa.

On October 1 two bids were received for the construction of section 5 of avenue. These were opened on the 3d instant and considered by the commission.

During the year the following properties have been purchased by direction of the Secretary of War: The Bushman tract or farm, the Crawford tract, the Charles Starnes tract, the Felix tract, the Mrs. Plank tract.

The Secretary of War has authorized the purchase of the McMillan tract and the Blocher tract.

All efforts to induce the Gettysburg Electric Railroad to vacate the lines of battle in what is known as the Loop, the Devil's Den, and through the Valley of Death having failed, the commissioners requested the Secretary of War to proceed to condemn. Proceedings were commenced in the United States circuit court at Philadelphia. After various delays, on June 8, 1894, the Attorney-General of the United States directed proceedings to be commenced against the electric railway at Gettysburg, under the joint resolution of Congress.

August 1, 1894, the first hearing before the jury in the trolley case was postponed at the request of the electric railroad until September 11, 1894. On September 11, 1894, there was a second hearing before the jury at Gettysburg, and which was continued until September 15, 1894, when they adjourned for argument in Philadelphia. The jury awarded the sum of \$30,000 damages to the electric company. Upon November 12 the company appealed from this award as being inadequate, and the commission will appeal, with the approval of the Secretary of War, upon the ground that the damages are excessive and detrimental to the best interests of the United States.

On January 16, 1894, General Forney died at his home, Jacksonville, Ala. March, 1894, Maj. William M. Robbins, of Statesville, N. C., whose service upon the field was with the Fourth Alabama Infantry, was appointed by the Secretary of War to fill the vacancy occasioned by the death of General Forney.

At the annual meeting of the Gettysburg Battlefield Memorial Association a resolution was unanimously adopted, authorizing the executive committee to take the necessary measures to transfer the property of the association to the United States.

The commission respectfully request that the following may be submitted, with the approval of the Secretary of War, for the guidance of the Congress:

For continuing the work of surveying, locating, and preserving the lines of battle at Gettysburg, Pa., and for purchasing, opening, constructing, and improving avenues along the portions occupied by the various commands of the armies of the Potomac and Northern Virginia on that field, and for fencing the same; and for the purchase, at private sale or by condemnation, of such parcels of land as the Secretary of War may deem necessary for the sites of tablets, and for the construction of the said avenues; for determining the leading tactical positions and properly marking the same with tablets of batteries, regiments, brigades, divisions, corps, and other organizations with reference to the study and correct understanding of the battle, each tablet bearing a brief historical legend, compiled without praise

and without censure, \$50,000, to be expended under the direction of the Secretary of War.

And the Secretary of War is hereby authorized to accept, on behalf of the United States, donations of land for road or other purposes.

On November 3, 1893, the field was visited by the Secretary of War and Mrs. Lamont. On July 14 and 15, 1894, and again on August 14, 15, and 16, the Assistant Secretary of War, Joseph B. Doe, visited the field. The great interest always manifested by the War Department in the work of preserving the great battlefield of the war is extremely gratifying to the board.

Respectfully,

JOHN P. NICHOLSON,
WM. M. ROBBINS,
Commissioners.

The SECRETARY OF WAR.

LIST OF BLUE PRINTS ACCOMPANYING THIS REPORT.

- 15.—The Crawford property.
- 16.—The Crawford property.
- 22.—New map of the field, central sheet.
- 24.—Confederate avenue.
- 25.—Confederate avenue, section 4.
- 26.—John L. Sherfy tract.
- 27.—William Martin tract.
- 28.—Electric railroad tract.
- 29.—J. O. Blocher tract.
- 30.—Israel, Grenoble tract.
- 31.—Land company tract, No. 1.
- 32.—S. J. Drum tract.
- 33.—O. D. McMillan tract.
- 34.—Land company tract, No. 2.
- 35.—Barrett, heirs, tract.
- 36.—Electric railroad tract.
- 37.—R. E. Wible tract.
- 38.—George Wolf tract.
- 39.—John L. Sherfy tract.
- 40.—N. Flaharty tract.
- 41.—W. Martin tract.
- 42.—G. Spangler tract, No. 1.
- 43.—Land company tract, No. 4.
- 44.—G. Spangler tract, No. 2.
- 45.—S. J. Codori tract.
- 46.—Land company tract, No. 3.
- 47.—Confederate avenue, section 5.
- 48.—Plank and other properties.
- 50.—Positions of Confederate artillery.
- 51.—Positions of Confederate artillery.
- 52.—Electric railroad tract.
- 52A.—Electric railroad tract.
- 52B.—Electric railroad tract.
- 53.—Electric railroad loop.
- 53A.—Electric railroad loop.
- 54.—A tract of land for the Buford statue.
- 55.—The site for the Reynolds monument.
- 56.—Property lines between Starner, Plank, and Wible.
- 57.—Mrs. J. E. Plank tract.
- 58.—Detail drawings of gun carriages.
- 59.—Drawings of mounted gun.
- 60.—John L. Sherfy tract.
- 61.—A survey of the Wible farm.

- 62.—James Felix tract.
- 63.—George Wolf tract.
- 64.—O. D. McMillan tract.
- 65.—S. J. Drum tract.
- 66.—New map of the field, Peach Orchard sheet.
- 67.—New map of the field, Round Top sheet.

LIST OF PHOTOGRAPHS TO ACCOMPANY COMMISSIONERS' REPORT.

Laying foundation stone on section 4, Confederate avenue.
 Cross section foundation pavement, section 4, Confederate avenue.
 Putting 1½-inch stone on section 4, Confederate avenue.
 Section 4, Confederate avenue, from Emmitsburg road.
 Grading section 5, Confederate avenue, Emmitsburg road.
 Grading on section 5, Confederate avenue.

ANNUAL REPORT OF THE GETTYSBURG NATIONAL MILITARY PARK
COMMISSION TO THE SECRETARY OF WAR, 1895.

WAR DEPARTMENT, GETTYSBURG NATIONAL PARK,
Gettysburg, Pa., October 25, 1895.

SIR: The Gettysburg National Park Commission respectfully submit the following statement of the progress and present condition of the work:

MILITARY AVENUES.

At the date when our report as the Battlefield Commission was made last year the only roadway in process of construction was section 4 of the Confederate avenue, from the Wheatfield road to the Emmitsburg road along Seminary Ridge. During the present year there have been constructed sections 5, 6, and 7 of Confederate avenue extending south from the Emmitsburg road to the southern limits of the battlefield, thence eastward crossing Plum Run, and up along the west slope of Round Top to Kilpatrick avenue; also an avenue known as United States avenue from the Emmitsburg road eastward via the Trostle House to Hancock avenue. There is now being constructed what is known as Seminary avenue, running south from the Chambersburg pike along Seminary Ridge to some distance beyond the Hagerstown road, and as soon as the right of way can be secured this avenue will be extended along said ridge to the Wheatfield road and connect with section 4 of Confederate avenue, long since completed. Hancock avenue, which runs from the national cemetery gate southward along the main Union line of battle to the end of United States avenue, is now being converted into a Telford road 25 feet wide, with two side loops 20 feet wide reaching out to interesting localities.

An avenue is also under contract running from the Wheatfield road south on the border of the Valley of Death to the Devil's Den, and thence around and following the line of battle of the Third Corps to the Crawford land line.

All these avenues have been and are being constructed on the Telford system, which was adopted after full consideration and study of the subject as promising the best results in solidity and durability. The stone used is syenitic granite and ironstone, very hard and of excellent quality. A foundation pavement is laid of 8-inch wedge-like stones set on edge and well knapped and chinked; on this 4 inches of stone $1\frac{1}{2}$ inches in size; then a slight layer of clay as a binder, and finally a top dressing of 1 or 2 inches of quarter-inch stone screenings; the whole rolled thoroughly with a steam roller weighing 14 tons; side and under drains are placed where needed. The results of the above method and process are roadways smooth and solid and which will last for generations.

BRIDGES.

Two bridges have been built over Plum Run, one on United States avenue, the other on section 7, Confederate avenue. They are massively built of Gettysburg granite, the foundations deep, the superstructure of steel 6-inch I bars weighing 15 pounds per foot, the roadway 22 feet wide of 3-inch oak plank, cap stones on the abutments, and railings of iron.

STEEL TOWERS.

Four steel towers, to be constructed upon a design prepared by the engineer, Col. E. B. Cope, and approved by the commission, have been contracted for and are now being erected by the Variety Iron Works, of Cleveland, Ohio. No. 1 is 60 feet high and stands on the summit of Big Round Top; No. 2 is 75 feet high, on Seminary Ridge, near the Wheatfield road; No. 3, 75 feet high, is on Seminary Ridge, near the Mummasburg road, and overlooks specially the scene of the first day's fight; No. 4, 60 feet high, is on the summit of Culps Hill. Nos. 1 and 2 are nearly finished, and all four will be completed within a month.

FENCING.

Besides a large amount of stone fencing repaired and rebuilt along battle lines of both armies as it stood at the time of the battle, the commission are having constructed a fence along the completed avenues wherever needed, with gates at proper locations. This fence is composed of round locust posts, iron capped, with four galvanized 1-inch gas pipes for the railings, with two No. 8 galvanized wires in the lower intervals. The whole is over $4\frac{1}{2}$ feet high, very strong and handsome.

GUN CARRIAGES.

The volunteer batteries of the Union Army on the grounds of the Memorial Association are generally represented by one gun and mounted upon inferior carriages. This commission resolved to substitute an improved iron gun carriage. Sixty-two new carriages have been contracted for. Of these about 36 have been furnished by the contractor and placed on the field and mounted with the kind of gun used by each battery, respectively, in the battle. The others will be put in position as soon as supplied by the contractor. Excellent granite foundation stones support each carriage. The following have already been placed on the Union lines, viz:

One carriage and 10-pound Parrott (Knap's Battery), Culps Hill.

One carriage, Napoleon gun, on Barlows Knoll.

Three carriages and 10 pound Parrotts on Little Round Top.

Six carriages and 3-inch rifles (Ricketts's Battery), on East Cemetery Hill.

Three carriages and Napoleon guns (Stewert's Battery), on East Cemetery Hill.

Three carriages and 3-inch rifles (right of Ricketts's Battery), on East Cemetery Hill.

Three carriages and 3-inch rifles (Wiedrich's New York Battery), on East Cemetery Hill.

All of these guns on East Cemetery Hill occupy redoubts used by said batteries in the battle.

On the Confederate lines the following have been placed to mark positions of batteries, viz:

One carriage and Confederate Napoleon gun (Taylor's Battery), section 4, Confederate avenue.

One carriage and 3-inch rifle (Parker's Battery), section 4, Confederate avenue.

One carriage and 3-inch rifle (Jordan's Battery), section 4, Confederate avenue.
Two carriages and 20-pound Parrotts (Woolfolk's Battery), section 4, Confederate avenue.

(The above belonged to Alexander's Battalion.)

One carriage and howitzer (section Carlton's Battery), section 4, Confederate avenue.

One carriage and 3-inch rifle (Manly's North Carolina Battery), section 4, Confederate avenue.

One carriage and 10-pound Parrott (section Carlton's Battery), section 4, Confederate avenue.

One carriage and 10-pound Parrott (McCarthy's Battery), section 4, Confederate avenue.

One carriage and 3-inch rifle (Frazer's Battery), section 4, Confederate avenue.

(These belonged to Cabell's Battalion.)

One carriage and Napoleon gun (Latham's North Carolina Battery), section 5, Confederate avenue.

One carriage and Napoleon gun (Garden's South Carolina Battery), section 5, Confederate avenue.

One carriage and 10-pound Parrott (Bachman's South Carolina Battery), section 5, Confederate avenue.

One carriage and Napoleon gun (section Reilly's North Carolina Battery), section 5, Confederate avenue.

Two carriages and 3-inch rifles (section Reilly's North Carolina Battery), section 6, Confederate avenue.

(These belonged to Henry's Battalion.)

POSITIONS AND MOVEMENTS OF TROOPS.

The position and evolutions of the various commands of the Union Army were mostly determined and marked by the Memorial Association. But those of the Confederate army remained for the commission to ascertain and locate. Much attention has been given to this. Surviving Confederate officers and soldiers have been invited to visit the field; also the authorities of the Southern States have been requested to send commissioners representing Confederate commands to point out positions. The responses from the South to these invitations and requests have been very encouraging, and the commission have had the aid of many Confederate soldiers of intelligence, some of high rank, in fixing positions and movements of Confederate troops. Additions to our information on these points are being constantly made. All positions ascertained are, of course, carefully noted on our topographical maps, as well as upon the field, so that they can not be lost. Without going into particulars, the commission feel sure that they will be able within a reasonable period to determine and mark with very great accuracy the positions and evolutions of all the various commands of the Confederate army on this field.

THE COMMISSION'S NEW MAP OF THE BATTLEFIELD.

Owing to numerous and important engineering operations for the construction of avenues, bridges, towers, etc., for determining the boundaries of properties and office work for the immediate use of the commission, the engineer corps have been unable to complete their battlefield survey and map projected to show every detail of the field, for which a large amount of data has already been collected. They hope to be able ere long to bring this work to completion. The sheets already completed have been found to be of much value for reference and are in constant requisition. The commission will now attempt to specify in detail all the work of the engineer, Col.

E. B. Cope, and his assistants, but the same has been very extensive and varied and in the highest degree satisfactory.

Respectfully submitted.

JOHN P. NICHOLSON,
WM. M. ROBBINS,
C. A. RICHARDSON,
Commissioners.

The SECRETARY OF WAR.

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Foundation work of roadway on Seminary avenue, looking north.

A view of Ricketts's Battery, F and G, First Pennsylvania Light Artillery, East Cemetery Hill.

First New York Light Battery I, East Cemetery Hill.

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Perspective view of Bridge No. 1 on United States avenue.

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Old cast-iron gun carriage, formerly used to mark the field.

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A view of Confederate avenue, section 7, looking south from near the entrance of Kilpatrick avenue.

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A view of avenue, section 4, looking north, showing the fence constructed by the commission on one side and the stone wall rebuilt on the other.

ANNUAL REPORT OF THE GETTYSBURG NATIONAL MILITARY PARK COMMISSION TO THE SECRETARY OF WAR, 1896.

WAR DEPARTMENT,
GETTYSBURG NATIONAL PARK,
Gettysburg, Pa., October 21, 1896.

SIR: The Gettysburg National Park Commission respectfully submit the following report of the progress and present condition of the work:

MILITARY AVENUES.

Since our report of 1895 the Telford road, known as Seminary avenue, and section 1 of Confederate avenue, running from the Chambersburg pike southward along Seminary Ridge as far as the Government at present owns the right of way there, has been completed; likewise Hancock avenue, which runs from the national cemetery gate southward along the main Union line of battle to the east end of United States avenue, and also Sickles avenue, which runs from the Emmitsburg road near the Rogers house southeastward, via the Loop and the Wheatfield, to the Devil's Den. Sloenn avenue, which follows the battle lines over Culp's Hill, is in course of construction and nearly completed. The whole length of Telford avenues which have been constructed by our commission is $7\frac{1}{2}$ miles. The United States avenue crosses the field perpendicularly from east to west between the Union and Confederate lines. All the others follow closely the respective lines of battle. Of the Confederate avenue which follows the Confederate line of battle along Seminary Ridge and thence to Round Top, sections 1, 4, 5, 6, and 7, aggregating a distance of nearly 3 miles, have been completed. Sections 2 and 3 of this Confederate avenue remain still unconstructed, solely because we have been unable to secure the right of way by purchase from the land owners. Proceedings to condemn the needed lands were delayed on account of a question having been raised in a similar case of ours as to the right of the Government to condemn land for such purposes, which necessitated an appeal to the Supreme Court of the United States. That court having adjudged such right to be constitutional, condemnation proceedings were at once instituted and are now pending in the circuit court of the United States for the eastern district of Pennsylvania, and as soon as the right of way shall be thereby secured, sections 2 and 3 of the Confederate avenue will be promptly constructed.

MARKING THE POSITIONS OF TROOPS.

As the purpose of the National Government in taking charge of this field was not only to preserve its features as they existed at the time of battle and to make its many interesting points accessible by good

roads, but also to have the positions and evolutions of both the contending armies carefully ascertained and suitably marked, and as the positions of most of the Union troops had been previously marked by monuments erected by different States at their own expense, under the supervision of the Gettysburg Battlefield Memorial Association, our attention has been largely directed to what had been left mainly undone, to wit, fixing and marking the positions and movements of the Confederate troops and the United States Regulars. Since our last report we have marked the positions of the four batteries of McIntosh's Artillery Battalion on Seminary Ridge along section 1 of the Confederate avenue, and we have placed an additional gun, making two, to each of twelve batteries belonging to Alexander's, Cabell's, and Henry's Artillery Battalions along sections 4, 5, and 6, Confederate avenue. Our plan is to mark the position of each battery by at least two guns like those which composed it and mounted on gun carriages admirably resembling the usual wooden ones, but made of iron. Handsome tablets of iron, not only for each battery, but also for each command of infantry and cavalry, will stand along the main lines of battle, with brief inscriptions specifying the name of each command, its service in the battle, and referring to auxiliary and subordinate tablets so placed as to indicate successive movements during the conflict. Much thought has been given to the preparation of these tablets and their inscriptions for the Confederate commands, so as to arrive at the utmost possible historic accuracy with regard to each one as well as perfect consistency and fairness among them as a whole. This is a work requiring great deliberation and painstaking, but we hope to accomplish it satisfactorily.

The placing of the Confederate tablets along the main lines can only be completed when we shall have acquired the needed lands and completed the construction of the Confederate avenues along those lines, which we are doing as fast as practicable. During the past year we have also replaced all of the old inferior gun carriages which were formerly used for the Union batteries with our new iron ones, constructed as aforesaid, and we have mounted many additional guns to mark the positions of Union batteries, among the more notable of which are six 20-pounder Parrotts placed in the Citizen's Cemetery by leave of the proper authorities, to mark the positions of Taft's Battery.

FENCING, ETC.

In appropriate and needful places we have caused the avenues which have been made to be inclosed with the neat style of fence described in our last annual report, which, being made of iron-capped locust posts and four galvanized iron railings, is not only durable but is inconspicuous to the sight, and therefore does not mar the view of the field. All stone fences and walls which existed at the time of the battle and which are upon ground owned by the United States we have caused to be restored and put in proper condition, as also such breastworks and other defenses as were erected by either army. We have also caused great numbers of trees to be planted, so as to restore the forest on grounds which have been denuded of trees since the battle. The hurricane of last month destroyed many hundreds of trees on the battlefield, which we shall take measures to replace.

OBSERVATORIES.

The four steel towers which were in course of construction at the date of our last report were completed soon thereafter. We have

since caused another to be erected near the center of the field in Ziegler's Grove and not far from the point where the battle ended with the final grand but unsuccessful Confederate assault of the third day. These are all solid and well-built structures, and, located as they are, they afford the observer a complete and satisfactory view of the entire scene of the great battle and enable him to get a consistent and accurate idea of it as a whole.

We are happy to report that visitors in great numbers from all sections of our own country, as well as some from abroad, are constantly thronging these historic grounds and tracing out the complicated phases of the titanic struggle, with many expressions of their satisfaction at the wise plans of the National Government for making it plain and easily comprehended, and for preserving this field for the study of those who are to come after us.

JOHN P. NICHOLSON,
WM. M. ROBBINS,
C. A. RICHARDSON,
Commissioners.

The SECRETARY OF WAR.

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LIST OF PHOTOGRAPHS TO ACCOMPANY COMMISSIONERS' REPORT

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- Reynolds Grove after storm of September 30, 1896.
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ANNUAL REPORT OF THE GETTYSBURG NATIONAL MILITARY PARK
COMMISSION TO THE SECRETARY OF WAR, 1897.

WAR DEPARTMENT,
GETTYSBURG NATIONAL MILITARY PARK,
Gettysburg, Pa., October 25, 1897.

SIR: The Gettysburg National Park Commission respectfully submit the following report of the progress and present condition of their work, with some suggestions of their plans for the future:

MILITARY AVENUES.

Since the last report Slocum avenue, then under construction, has been completed. It leads from the Baltimore pike at the base of East Cemetery Hill over the summit of Culps Hill to its southeastern base at Spanglers Spring, closely following and marking the main battle line of the right wing of the Union Army.

Sedgwick, Sykes, and Meade avenues have been surveyed, contracted for, and completed. Sedgwick avenue leads from the southern end of Hancock avenue to the northern base of Little Round Top, following the Sixth Corps line on that part of the field; and Sykes avenue leads over the summit of Little Round Top, following the Fifth Corps line there, and continues on until it connects with the Confederate avenue, section 7, on the western slope of Big Round Top. Meade avenue leads from General Meade's headquarters on the Taneytown road to Hancock avenue, at the point where the Confederate assault of the third day culminated.

That section of Crawford avenue which leads from Devil's Den northward through the Valley of Death to the Wheatfield road, including a bridge over Plum Run, is being rapidly pushed and will be completed before December 31, 1897.

All these avenues, like those previously built by the commission on this field, are constructed on the Telford system and are substantial and durable. Wherever along their sides there are sloping banks, these are turfed or set with grass; the gutters are well paved with stones, and, wherever needful at short curves, low granite pillars, topped with 13-inch shells, have been set on the edge of the avenues to prevent careless driving off the roadway.

Hancock avenue has been widened to 100 feet by purchasing the necessary ground on each side and erecting along its borders an excellent standard fence.

Much yet remains to be done here in the construction of avenues and roadways. Two miles of the Confederate avenue on Seminary Ridge, along the battle line of Hill's Corps on second and third days, have not yet been constructed because the Government did not possess

the right of way. After diligent efforts to secure this by purchase at reasonable figures from the land owners, but without success, proceedings for condemning the needed lands were begun in the circuit court of the United States for the eastern district of Pennsylvania and are still pending there. A jury of view was appointed, inspected the lands, heard testimony, and made report fixing prices for the lands; but the proprietors appealed, and the case stands for trial. It will doubtless be decided at the spring term, and we hope then to push that avenue to completion. It will connect the two parts of Confederate avenue already built at the northern and southern ends of Seminary Ridge and make a complete and splendid avenue along the whole front of Hill's and Longstreet's corps from the Chambersburg pike southward and eastward to the slopes of Round Top, a distance of over 5 miles. One or more bridges must be built along it over the streams which cut through the ridge.

There is need for important improvements upon the avenues on the cavalry field 3 miles east of the town and for more substantial fencing about those avenues and grounds. Moreover, the Confederate positions on that field are as yet entirely unmarked, and the commission is anxious to have sufficient provision made to enable them at an early day to secure the needed lands, erect tablets, and mount batteries, so as to show the lines and evolutions of the Confederate forces there. Among the other avenues which are now but rough, narrow, and unsightly ways, scarcely passable, and need to be converted into Telford roads, we may mention Wright avenue, leading from the gap between the Round Tops southeasterly across the Taneytown road along the line of the left division of the Sixth Corps; Pleasanton avenue, from Hancock avenue eastward by the cavalry headquarters to the Taneytown road; and the return avenue on Culp's Hill, from Spangler's spring westward along the southern base of that hill, marking the battle line where the Union forces formed in the early morning of July 3 and advanced for the recovery of their position captured by the Confederates the evening before.

The Reynolds, Buford, and Howard avenues on the first day's field are dirt roads, located by the Memorial Association, and often in bad condition. They mark the lines of the First and Eleventh corps and of the Union cavalry, and greatly need to be improved, either on the Macadam or Telford plan, and a substantial bridge upon Reynolds avenue across the railroad cut, made historic by the conflict there, must be built soon, the old one constructed by the Memorial Association having become dangerous.

There is urgent need for a new avenue leading from the southeastern base of Culp's Hill, across Rock Creek, to the extreme right flank of the Union and left flank of the Confederate forces, respectively, and this should be laid out with a view to its extension to the cavalry field, whither a good road is much needed.

The public roads within the bounds of the park, radiating in every direction from the town, the substantial center of the battlefield, would serve as convenient routes by which to reach many interesting parts of it if they were kept in good condition; but they are generally in a very unsatisfactory state and often well-nigh impassable.

MARKING POSITIONS OF TROOPS.

Under the supervision of the commission, the engineer, Lieut. Col. E. B. Cope, has noted on the field and marked upon the maps the

positions of every command of both armies which has been authentically fixed, and this embraces nearly all of them. The indication of all these positions by tablets and markers on the ground will proceed as rapidly as practicable, having in some cases to await the acquisition of title to the land.

During the year iron gun carriages have been procured, of the excellent pattern adopted by the commission, and guns have been mounted upon them, marking the positions of 19 Union batteries in various parts of the field. Additional gun carriages are needed soon, to be used for mounting guns marking the positions of 42 Confederate batteries in addition to those of the Confederates which have already been marked and heretofore reported.

A monument to the Seventy-third New York Infantry, known as the "Fire Zouaves," was erected near Sickles avenue and the Peach Orchard, and dedicated with appropriate ceremonies in September.

The monument of the First Minnesota Regiment, erected some years since, was dedicated, by the survivors of the regiment from that State, on July 2, 1897.

The Thirteenth and Fourteenth Vermont regiments of Stannard's Brigade have recently sent committees here to fix the locations for the monuments which are to be erected to these commands.

A commission from the State of Maine has recently verified the sites for tablets to be erected near Hancock avenue, showing the respective positions of the Third and Fourth Maine Regiments on the third day of the battle.

We are glad to report that quite a number of Confederate veterans have visited here during the year for the purpose of viewing the battlefield and of locating and verifying the lines and positions of their commands. We interpret this as a favorable indication of growing interest on the part of the Southern States and people in this field.

In addition to the before-mentioned proceedings for condemning lands for the Confederate avenue on Seminary Ridge, there is also yet pending in the circuit court of the United States for the eastern district of Pennsylvania the proceeding begun some time since for condemning part of the Gettysburg Electric Railroad line and removing it from the military positions which it defaces on the battlefield. This case will probably be concluded ere long, and the amount of compensation which may be adjudged to said railroad company will then be payable. The amount awarded by the jury of view was \$30,000. This was appealed from by both sides. We trust the court's final judgment may reduce it.

We will not encumber the report by attempting to specify the details of our work, nor the many minor expenses, aggregating a very considerable sum, which are necessarily incident to the prosecution of so great a design as the establishment of the Gettysburg National Military Park.

Feeling sure that it would be wise to appropriate \$150,000 for this work for the next fiscal year, we respectfully recommend that amount.

JOHN P. NICHOLSON,
WM. M. ROBBINS,
C. A. RICHARDSON,
Commissioners.

The SECRETARY OF WAR.

BLUE PRINTS SUBMITTED WITH THE REPORT OF THE COMMISSION.

- 304.—Plan for piking the Taneytown road from borough line to Meade headquarters property.
- 305.—Tract of land belonging to Basil Biggs and wife.
- 306.—Tract of land belonging to William Patterson and wife.
- 307.—Tract of land, No. 3, belonging to William Patterson and wife.
- 308.—Tract of land belonging to Calvin P. Krise.
- 309.—Cross-section of avenue of Antietam battlefield.
- 310.—Plan of Sedgwick and Sykes avenues and portion of Kilpatrick avenue.
- 311.—Map of United States national cemetery, showing the positions of batteries.
- 312.—Gate, of inch pipe.
- 313.—Fence, of inch pipe.
- 314.—Plan of retaining wall along Sykes avenue.
- 315.—Fence of steel tubing and steel wire cables.
- 316.—Positions of the Thirteenth Vermont Regiment on the Gettysburg battlefield.
- 317.—Plot of land belonging to Gettysburg Water Company, surrounding Twenty-fifth and Seventy-fifth Ohio monument.
- 318.—Blocks in Hancock statue pedestal damaged by lightning July 7, 1897.
- 319.—Map showing site of Seventy-third New York monument.
- 320.—Plan to connect equestrian statue of General Hancock with the ground, to prevent injury from lightning.
- 321.—Plan to connect equestrian statues with the ground, to prevent injury from lightning.
- 322.—Culp's Hill, C-4.
- 323.—Medicinal Springs, B-2.

PHOTOGRAPHS SUBMITTED WITH REPORT OF THE COMMISSION.

Entrance to East Cemetery Hill, showing General Hancock statue and walk.
 Paving in front of East Cemetery Hill.
 Entrance to Slocum avenue.
 Slocum avenue at Sixty-sixth Ohio monument.
 Retaining wall along Slocum avenue.
 Retaining wall along Slocum avenue from One hundred and fiftieth New York monument.
 Slocum avenue from Second Maryland C. S. A.
 Slocum avenue north from One hundred and twenty-third New York monument.
 Slocum avenue south from One hundred and twenty-third New York monument.
 The walk through Ziegler's Grove, looking north.
 The walk through Ziegler's Grove, showing Butler's Second United States Battery.
 Sedgwick avenue from intersection of United States avenue.
 Sedgwick avenue north.
 Sedgwick avenue north from Wheatfield road.
 Sykes avenue, north side Little Round Top.
 Retaining wall along Sykes avenue, north side Little Round Top.
 Sykes avenue, summit Little Round Top.
 Sykes avenue, summit Little Round Top.
 Building retaining wall, south side Little Round Top.
 Sykes avenue south along retaining wall.
 Rolling Sykes avenue between the Round Tops.
 Graded roadway, foot of Big Round Top.
 Laying foundation pavement, foot of Big Round Top.
 Hitching rail at Devil's Den.
 Hitching rail near Devil's Den, looking toward Little Round Top.
 Turnbull's F and K Third United States Battery, Emmitsburg road

ANNUAL REPORT OF THE GETTYSBURG NATIONAL MILITARY PARK COMMISSION TO THE SECRETARY OF WAR, 1898.

WAR DEPARTMENT,
GETTYSBURG NATIONAL MILITARY PARK,
Gettysburg, Pa., October 1, 1898.

SIR: The Gettysburg National Park Commission respectfully submit the following report of the progress and condition of their work, with some suggestions on what they think necessary for its successful prosecution in the future:

MILITARY AVENUES.

Since the last report Crawford avenue has been completed, leading northward from Devil's Den through the Valley of Death and across Plum Run to the Wheatfield road. The bridge over Plum Run was constructed in the same substantial style as the others which have been built on this field.

The commission, having heretofore given attention to the roads and avenues of the park of the second and third days' battlefield, have thought it wise this year to look after those on the first day's field, and have entered into contracts for the construction of Reynolds and Howard avenues, which mark the lines, respectively, of the First and Eleventh Corps of the Union Army and are together nearly 3 miles long. Howard avenue is finished. It leads from the Harrisburg road, near Rock Creek, westward by Barlow's Knoll to the Mummasburg road; is 20 feet wide, and constructed on the Telford plan in the best manner, like all the avenues on this field. Reynolds avenue, which is in two sections, will be completed, it is hoped, early next spring.

A number of other roads and avenues have been mentioned in previous reports as urgently needed to render accessible important and interesting sections of this great battlefield. The commissioners would have pushed them this year but for the lack of adequate means, and they will do so as soon as practicable. Among them are the avenues on the cavalry field and the road leading thither.

The commission long since constructed Telford avenues along the Confederate battle line of the second and third days' fight on Seminary Ridge, on each extremity of said line, the left of Hill's Corps and the right of Longstreet's, aggregating over 3 miles in length. Between these two parts of Confederate avenue there is a gap of 2 miles (long) along the left of Longstreet's Corps and the right of Hill's, across which the commission have been very anxious to construct a link needed to connect the two extremities aforesaid and thus complete the Confederate avenue from the Chambersburg pike northwest of the town southward and eastward to Round Top, a distance of over 5 miles.

No part of this battlefield is more interesting than the part covered by that gap in the Confederate avenue. Not only did important movements of the second day's battle originate there, but it was there the Confederate column of the third day under Longstreet was formed and began its advance on that final charge led by Pickett, so sublime in its daring and so tragic in its fate.

There is no part of this battlefield so inaccessible as this. Encumbered by bushes and briars and cross fences, with not even an open footpath over it, visitors here never see this ground because they can not reach it.

The only reason the commission have not constructed the avenue over it is because the Government does not own the land, not having the right of way, and the owners of the land ask such exorbitant prices for it that the Secretary of War and the commission do not feel justified in paying them. More than two years ago the Secretary of War authorized and instructed the commission to begin a proceeding in the circuit court of the United States to condemn the lands needed for said avenue, together with some adjacent woodlands, which it was important to preserve, the whole area being 105 acres, and the said proceeding was begun at once and is still pending. A jury of view was appointed, inspected the lands, heard the testimony offered on both sides, and made an award that was liberal to the respondents, ranging from \$46 to \$200 per acre, but they appealed to the court in term at Philadelphia and have since resorted to vexatious delays and continuances, so that the case is still pending and undetermined. Thus this important part of the Confederate lines is prevented from being opened and the military positions on it fixed and marked as intended by the Government.

The commission wish to emphasize the fact that the main hindrance to marking Confederate lines and positions, not only on the grounds just above spoken of, but on almost all of this field, as was the intention of Congress in establishing the Gettysburg National Park, is that the lands whereon said lines and positions are situated are not yet owned by the United States. Prompt action by the courts in condemning the needed lands when held at exorbitant prices, and liberal appropriations by Congress for the purchase of lands which can be bought at reasonable rates, are the two main requisites for the realization of the patriotic purposes of the Government with reference to this battlefield.

MARKING POSITIONS OF UNION TROOPS.

The West Virginia commission have recently erected the following: A granite monument to the Seventh West Virginia Infantry on East Cemetery Hill, and three granite tablets marking temporary positions of this regiment on the field at different stages of the battle; a granite monument to the First West Virginia Artillery in the National Cemetery; a granite monument to the First West Virginia Cavalry on the Taneytown road south of General Meade's headquarters; a granite monument to the Third West Virginia Cavalry on Buford avenue. All these monuments were dedicated by appropriate ceremonies on the 28th of September ultimo, attended by the governor of that State and his staff with many other citizens, and by the Second Regiment West Virginia Infantry Volunteers, which marched here from Camp George G. Meade for that purpose.

The Maine commission have also, since last report, erected stone

tablets on Hancock avenue, near the high-water mark, to show the position of the Third and Fourth Maine Infantry Regiments on the third day of the battle.

The positions of the United States regular troops in this battle, consisting of 11 regiments of infantry, 4 regiments of cavalry, and 22 batteries of artillery, have been accurately located and are carefully noted on our maps, and also on the ground by markers, so that when the Government shall take steps to erect monuments to these troops, which their gallant services here certainly entitle them to, there will be no difficulty in placing them.

MARKING POSITIONS OF CONFEDERATE TROOPS.

Handsome and durable iron tablets with appropriate inscriptions are now being erected on substantial iron pillars, designating and briefly describing the services rendered by each of the following Confederate batteries, the respective positions of which have been marked for some time by mounted guns of like class and caliber as those of which each battery was composed, viz:

Taylor's Virginia Battery, Woolfolk's Ashland (Va.) Artillery, Parker's Virginia Battery, and Jordan's Bedford (Va.) Artillery, of Alexander's Battalion.

Manly's North Carolina Artillery, Fraser's Pulaski (Ga.) Artillery, McCarthy's First Richmond Howitzers, and Carlton's Troop (Ga.) Artillery, of Cabell's Battalion.

Bachman's German (S. C.) Artillery, Garden's Palmetto (S. C.) Light Artillery, Latham's Branch (N. C.) Artillery, and Reilly's Rowan (N. C.) Artillery, of Henry's Battalion.

Johnson's Virginia Battery, Rice's Danville (Va.) Artillery, Hurt's Hardaway (Ala.) Artillery, and Wallace's Second Rockbridge (Va.) Artillery, of McIntosh's Battalion.

Cunningham's Powhatan (Va.) Artillery, Watson's Second Richmond Howitzers, and Smith's Third Richmond Howitzers, of Dance's Battalion.

The above are all the Confederate batteries which occupied positions on ground of which the title has yet been acquired by the United States.

Inscriptions are being prepared and tablets of iron similar to those mentioned above will shortly be erected to designate the positions and briefly describe the evolutions and achievements of the following Confederate infantry commands, viz:

Kershaw's Brigade of McLaws's Division, and each of its component regiments, the Second, Third, Seventh, Eighth, and Fifteenth South Carolina, and Third South Carolina Battalion.

Semmes's Brigade of McLaws's Division, with its Tenth, Fiftieth, Fifty-first, and Fifty-third Georgia Regiments.

Anderson's Brigade of Hood's Division, with its Seventh, Eighth, Ninth, Eleventh, and Fifty-ninth Georgia Regiments.

Benning's Brigade of Hood's Division, with its Second, Fifteenth, Seventeenth, and Twentieth Georgia Regiments.

Robertson's Brigade of Hood's Division, with its First, Fourth, and Fifth Texas and Third Arkansas Regiments.

Law's Brigade of Hood's Division, with its Fourth, Fifteenth, Forty-fourth, Forty-seventh, and Forty-eighth Alabama Regiments.

The method of marking the positions of troops on this field, as approved by the War Department, is to place the principal tablet or

monument of each command at the position occupied by the command in the main line of battle, and to mark the several important positions subsequently reached by each command in the course of the battle by subordinate and ancillary tablets, with appropriate brief inscriptions giving interesting details and occurrences and noting the day and hour as nearly as possible.

The Confederate commands above mentioned are the only ones whose chief positions were upon ground now owned by the United States, and are, therefore, the only ones which can be marked until the Government shall acquire the lands on which they formed and fought.

The commission are much gratified to notice an awakening of interest in influential quarters among the people of the Southern States concerning this battlefield and the importance of erecting monuments to commemorate the heroism of their soldiers here, as the people and States of the North have done, and it is hoped that Congress will recognize and foster this praiseworthy sentiment springing up in the South by liberal appropriations of the moneys needed to purchase and acquire title to the lands on which the Confederate troops operated and where their monuments must be placed.

The commission will not encumber this report by going into the details of their work or attempting to specify the many minor expenses, amounting in the aggregate to a considerable sum, which are necessarily incident to the accomplishment of so great a design as the establishment of the Gettysburg National Park. They feel warranted in declaring that, though yet incomplete, this is already the best marked battlefield in the world, and to all those who desire to understand the character and the extent of the work done, they say, "Come and see."

While the commission are satisfied that they could judiciously and economically use in pushing this work during the next year a much larger sum, they hereby earnestly request and recommend that not less than \$75,000 be appropriated.

JOHN P. NICHOLSON,
WM. M. ROBBINS,
C. A. RICHARDSON,
Commissioners.

The SECRETARY OF WAR.

LIST OF PHOTOGRAPHS TO ACCOMPANY COMMISSIONERS' REPORT.

Howard avenue, from Barlow's Knoll.
Howard avenue, east from Carlisle road.
Howard avenue, west from Carlisle road, showing shoulder stones.
Howard avenue, east from Mummasburg road, ready for paving.
Gen. John F. Reynolds statue, from the southwest.
Spangler's Spring, foot of Culp's Hill.
Hitching rail, Slocum avenue, near Spangler's Spring.
Guard rail on retaining wall, Slocum avenue.
Hitching rail, Slocum avenue, summit of Culp's Hill.
Style of stone wall rebuilt by the commission on Hancock avenue.
Meade avenue, from Taneytown road.
Style of gate adopted by the commission.
Meade avenue, from near Hancock avenue, showing paved gutter.
Sodded bank on Sedgwick avenue.
Sodded bank on Sedgwick avenue near Wheatfield road.
Guard rail on retaining wall, Little Round Top.
Sodded bank, section 6, Confederate avenue.
Crawford avenue, from Wheatfield road.

Bridge on Crawford avenue over Plum Run.
 Crawford avenue, from Devil's Den.
 Guard chain and balls and paths at Devil's Den.

LIST OF BLUE PRINTS TO ACCOMPANY COMMISSIONERS' REPORT.

- 324.—Cross sections of the different avenues built on the Gettysburg battlefield.
- 325.—Design for Spangler's Spring.
- 326.—Plot of land conveyed to the United States by George Spangler, on which is erected First Maryland, Battery A, monument.
- 327.—Perspective and detail drawing of Spangler's Spring.
- 328.—Plot of land conveyed by Nathaniel Lightner to the United States of America, on which is erected First New York, Battery M, monument.
- 329.—Guard rail on retaining wall along south slope of Sykes avenue.
- 330.—Guard rail for retaining wall, north slope of Little Round Top.
- 331.—Property of Jacob Masonheimer.
- 332.—Seat of observation tower.
- 333.—Map showing where Gen. Daniel E. Sickles was wounded July 2, 1863.
- 334.—Plot of land conveyed by Samuel Bushman to the United States of America.
- 335.—Bridge over Crawford avenue on Plum Run.
- 336.—Plot of property conveyed by Samuel O. Robinson to the United States.
- 337.—Plot of property of Jacob Masonheimer conveyed, through Samuel O. Robinson, to the United States of America.
- 338.—Field of Longstreet's assault, C-3.
- 339.—Plan of cellar drain at Dougherty's house.
- 340.—Width of tires on wagons used for tourists within the Gettysburg National Military Park.
- 341.—United States property and land included within the Sickles bill.
- 342.—Property of heirs of Abraham Trostle on the Gettysburg battlefield.
- 343.—Hitching rail and posts.
- 344.—Drainpipe on avenue.
- 345.—Pipe wall, catch-basin, and gutter paving.
- 346.—Gate to be used in the Gettysburg National Park.
- 347.—Plan of water cart.
- 348.—Land company's land.
- 349.—Tract of land belonging to Calvin Gilbert on Barlow's Knoll.
- 350.—Plot of land belonging to land and improvement company on which to erect Reynolds statue.
- 351.—Plot of tracts of land belonging to heirs of J. Bender.
- 352.—Plan of Howard avenue.
- 353.—Plan of Reynolds avenue, section 1.
- 354.—Plan of Reynolds avenue, section 2.
- 355.—Map showing obstruction placed in Brooke avenue, Gettysburg battlefield, by the Gettysburg Transit Company.
- 356.—Plot of land belonging to heirs of J. Bender on Barlow's Knoll.
- 357.—Plan of path to summit of Big Round Top.
- 358.—West Gettysburg, B-3.

ANNUAL REPORT OF THE GETTYSBURG NATIONAL MILITARY PARK COMMISSION TO THE SECRETARY OF WAR, 1899.

GETTYSBURG, PA., *October 2, 1899.*

SIR: The Gettysburg National Park Commission respectfully submit the following report of the progress and condition of their work, with suggestions as to what they think needful for its successful prosecution:

MILITARY AVENUES.

Since the last report an avenue along the battle lines of the First Army Corps on the field of the first day's battle has been constructed. It is about a mile and two-thirds long, 20 feet wide, and made on the Telford plan, in the most substantial manner. The main section is called Reynolds avenue, but, with the approval of the Secretary of War, three minor sections have been named, respectively, Wadsworth, Doubleday, and Robinson avenues.

The two parts of Sickles avenue, which were previously disconnected, have been united by constructing an avenue, 1,100 feet in length, along what is known as the Wheatfield road, which, being a public highway at the time when Sickles avenue was made, could not then be occupied and improved as a battlefield avenue, as was likewise the case with all the public roads within the park. This difficulty has since been obviated by an act of the Pennsylvania legislature ceding jurisdiction of all such roads to the United States, and the act of Congress authorizing the Secretary of War to improve such of them as in his discretion might be deemed needful. Sickles avenue is now continuous and follows, as nearly as the contour of the ground will permit, the entire line of the Third Army Corps from the Emmittsburg road near the Rogers House to the Devil's Den.

There is also being constructed, and now nearly completed, an avenue one-half mile in length, from Spangler's spring around the southwestern slope and base of Culps Hill, along the line on which the Union forces formed on the morning of July 3 for the struggle to recover their works occupied by the Confederates the previous evening.

The proceedings begun by us three years ago, by direction of the Secretary of War, in the circuit court of the United States for the eastern district of Pennsylvania to acquire, by condemnation, five tracts of land on Seminary Ridge, and embracing 2 miles of the Confederate battle lines of the second and third days, is not yet concluded. The jury of view made their award two and a half years ago. The respondents appealed to court in term, where, after much delay caused by them, it was tried, and a verdict rendered last December very liberal for them. They availed themselves of the six months allowed for appeal and then carried the case to the United States circuit court of appeals. This court is now sitting in Philadelphia.

and respondents' counsel seek further delay by continuance to next term.

One of the five respondents has withdrawn from the contest, accepted the liberal sum (\$3,420) awarded by the jury, and conveyed to the United States the tract of land in controversy belonging to him. We trust the case will soon be concluded, and that we may be enabled to complete the avenue along the Confederate line on Seminary Ridge. Both ends of it have long been built, and the completion of the 2-mile gap in the center will open up one of the most interesting parts of this field, now almost inaccessible, that part from which the Confederate column of the third day moved out on its brilliant, though unsuccessful, charge.

A number of other avenues should be constructed, among them one along the Confederate battle line on the northeast side of Culps Hill; another from between the Round Tops to Plum Run Valley and Devil's Den; another along the line of Wright's division, from between the Round Tops southeastwardly across the Taneytown road; another along the line of the Twentieth Maine, on Vincent's spur of Little Round Top; another along Buford's cavalry line; and others connecting the cavalry fields, both south and east of Gettysburg, with the infantry battlefield. In some of these cases it will be necessary to acquire land at reasonable prices, the owners being private citizens and not speculating corporations. The land purchased this year in different parcels is 194.89 acres, costing \$11,747.

A striking proof of the great and general interest felt by the people with reference to this battlefield, and of the importance of making all parts of it easily accessible by good avenues, appears in this fact, stated by our engineer—that having caused a record to be kept by the guards it was found that about 9,000 vehicles, carrying 36,000 tourists, passed over the Hancock avenue in a single month.

MARKING POSITIONS OF TROOPS AND BATTERIES.

The positions of batteries belonging to the regular Union and Confederate armies are marked usually by two guns to each battery of the same class and caliber as those which constituted the battery, and also by iron tablets, supported by iron pillars deeply planted in the ground and bearing appropriate inscriptions, the letters of which are cast with the tablet. The guns are mounted upon substantial iron gun carriages set upon granite blocks. A number of these have been put in position this year and mounted with guns to mark both Union and Confederate batteries. The commission have, up to this date, mounted in this manner 207 guns.

The positions of the United States Regulars and of the Confederate troops are and will be marked by iron tablets similar to those above described and with suitable inscriptions. Such tablets have already been erected to all Confederate brigades whose lines are on the ground to which the United States has title, and as soon as the Government shall acquire the necessary lands all the other brigades will be similarly marked. We propose also putting up appropriate tablets to each Confederate regiment, and are taking steps to do this as rapidly as practicable; likewise memorials of suitable dignity to the Confederate divisions and army corps.

The positions of the Union Regulars have all been accurately determined, suitable inscriptions prepared for each command, and the tablets have been contracted for and will soon be completed and erected.

The number of tablets erected this year to batteries and to infantry and cavalry commands, Union and Confederate, is 65, and the whole number of such erected by the commission to date is 91. The foregoing method of marking positions on this field has been adopted, and is being carried out with the approval of the Secretary of War.

MONUMENTS.

The equestrian statue of General Reynolds was unveiled on the 1st day of July with appropriate ceremonies.

A monument to the Fourteenth Vermont Regiment was recently erected by the veterans of the regiment on Hancock avenue, south of the Vermont Brigade monument.

A monument to the Thirteenth Vermont Regiment is now being erected just north of the brigade monument.

SENTIMENTS OF THE VETERANS.

ANNUAL REUNION OF THE UNITED CONFEDERATE VETERANS, CHARLESTON, S. C.,
MAY 10-13, 1899.

The following preamble and resolutions were unanimously reported by the committee and unanimously adopted by the veterans:

"Whereas the Government of the United States has undertaken and is pushing forward the work of permanently marking the lines and positions of the troops of both the contending armies on several great battlefields of the civil war, among them Gettysburg, Chickamanga, Shiloh, Vicksburg, and others, with the design of making these battlefields permanent memorials of the prowess of American soldiers without respect of section:

Resolved, That we, as Confederate veterans, sympathize with and commend this patriotic purpose of the Government, and will lend our influence and aid toward its full realization.

Resolved, That we trust the people of the Southern States will take early and effective steps to erect upon these battlefields suitable monuments in honor of our glorious heroes in gray who fought and died for what they believed to be right."

I certify that the above and foregoing resolutions were unanimously passed at the Charleston, S. C., reunion on May 12, 1899, and the above is a true copy from the minutes of the same.

J. B. GORDON,
General Commanding.

GEO. MOORMAN,
Adjutant-General and Chief of Staff.

PREAMBLE AND RESOLUTIONS UNANIMOUSLY ADOPTED AT THE THIRTY-THIRD NATIONAL ENCAMPMENT OF THE GRAND ARMY OF THE REPUBLIC, HELD IN THE CITY OF PHILADELPHIA, SEPTEMBER 6 AND 7, 1899.

Whereas the first efforts ever made to preserve and fully mark a battlefield were begun in 1863, immediately after the battle of Gettysburg, to preserve the features of that field and to mark the positions and movements of the troops engaged; this was done by loyal hearts and willing hands at a cost of over \$2,000,000, and without any help from Congress; and

Whereas all this property was transferred to the General Government in 1895 free of cost, and in view of the liberal contributions by States, by societies, and by individuals, there should be more liberal appropriations on the part of Congress to complete this work on the field where the greatest battle of the war was fought—one of the greatest battles of modern times: Therefore,

Resolved, That we earnestly commend the Gettysburg National Military Park Commission in its work of acquiring lands of historical interest, of constructing avenues along lines of battle otherwise inaccessible, in restoring and preserving the original features of the field, and in marking with tablets and monuments the positions and movements of troops, so that the history of the battle will practically be written on the field; and

Resolved, That we ask Congress to make liberal appropriations to enable the commissioners to acquire the necessary lands and complete at an early day the work provided for by the act creating the park.

ALBERT D. SHAW,
Commander in Chief.
THOMAS J. STEWART,
Adjutant-General.

PROCEEDINGS OF THE THIRTIETH ANNUAL REUNION OF THE SOCIETY OF THE ARMY OF THE POTOMAC, HELD AT PITTSBURG, PA., OCTOBER 11 AND 12, 1899.

[Extract from minutes.]

The following resolution was unanimously adopted:

The Society of the Army of the Potomac desires to express to the Secretary of War its high appreciation of the work performed under the direction of his Department on the battlefield of Gettysburg, and to commend the commission, Col. John P. Nicholson, Maj. Charles A. Richardson, and Maj. William M. Robbins, for the intelligence and faithfulness with which they have accomplished the indication and preservation of the lines of battle, especial praise being due the commission for the character and quality of the avenues and the skill with which the system has been plotted, making communication with all parts of the field possible and satisfactory. The society also asks that the continued support and aid of the Government be generously continued to the commission, that they may be enabled to complete the undertaking consistently with its beginning, and so make the national memorial at Gettysburg worthy the fame and the importance of the greatest battlefield of the great war.

D. McM. GREGG,
President.
HORATIO C. KING,
Secretary.

The commission are gratified to observe the deep interest thus manifested by the veterans of both armies in the great work which we are pushing forward as rapidly as possible, and we trust that Congress will respond to the praiseworthy sentiment of the veterans by suitable appropriations commensurate with the magnitude and importance of the work.

We will not encumber this report by going into further details or attempting to specify the many minor expenses necessarily incident to the accomplishment of so important a design as the establishment of this national military park. Though yet incomplete, this is already the best marked battlefield in the world, and all who come to see it are surprised and delighted.

While the commission could judiciously and economically use in pushing this work during the next year a much larger sum, they earnestly recommend that not less than \$100,000 be appropriated.

JOHN P. NICHOLSON,
WM. M. ROBBINS,
CHARLES A. RICHARDSON,
Commissioners.

The SECRETARY OF WAR.

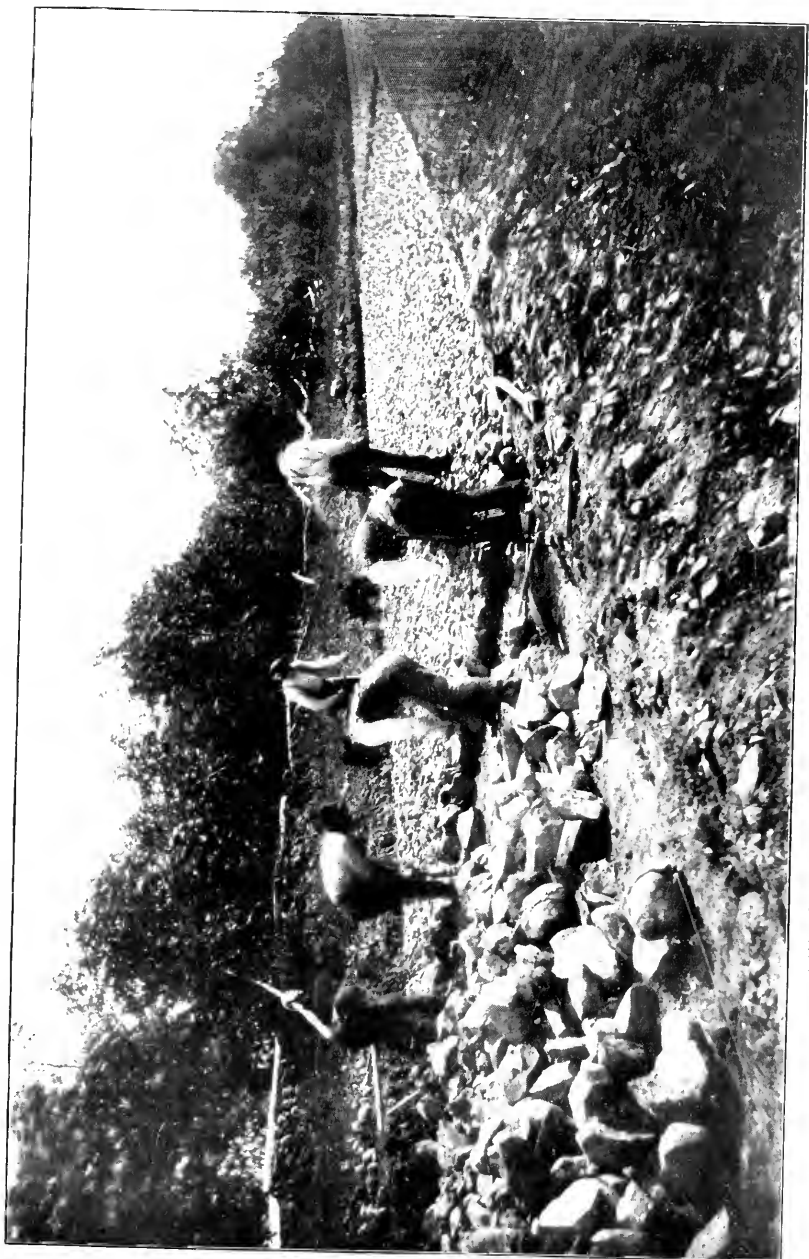
LIST OF PHOTOGRAPHS ACCOMPANYING REPORT, SHOWING SOME OF THE DETAILS OF THE WORK DURING THE YEAR.

- 1.—Shell, stones, and chain, Barlow's Knoll.
- 2.—Howard avenue, looking west.
- 3.—View of tower of Doubleday and Robinson avenues and hitching rail.
- 4.—Wadsworth avenue, looking west.
- 5.—From intersection of Wadsworth and Reynolds avenues, showing style of tablets adopted for avenues.
- 6.—Reynolds avenue, looking south from Reynolds Grove.
- 7.—Piked roadway through Reynolds Grove.
- 8.—Menchy's Spring, foot of East Cemetery Hill.
- 9.—Geary avenue on Culp's Hill, near Spangler's Spring, showing foundation and shoulder stones.
- 10.—Geary avenue along ravine in front of One hundred and forty-seventh Pennsylvania monument.
- 11.—Geary avenue from near Spangler's Spring.
- 12.—Geary avenue from intersection with Slocum avenue.

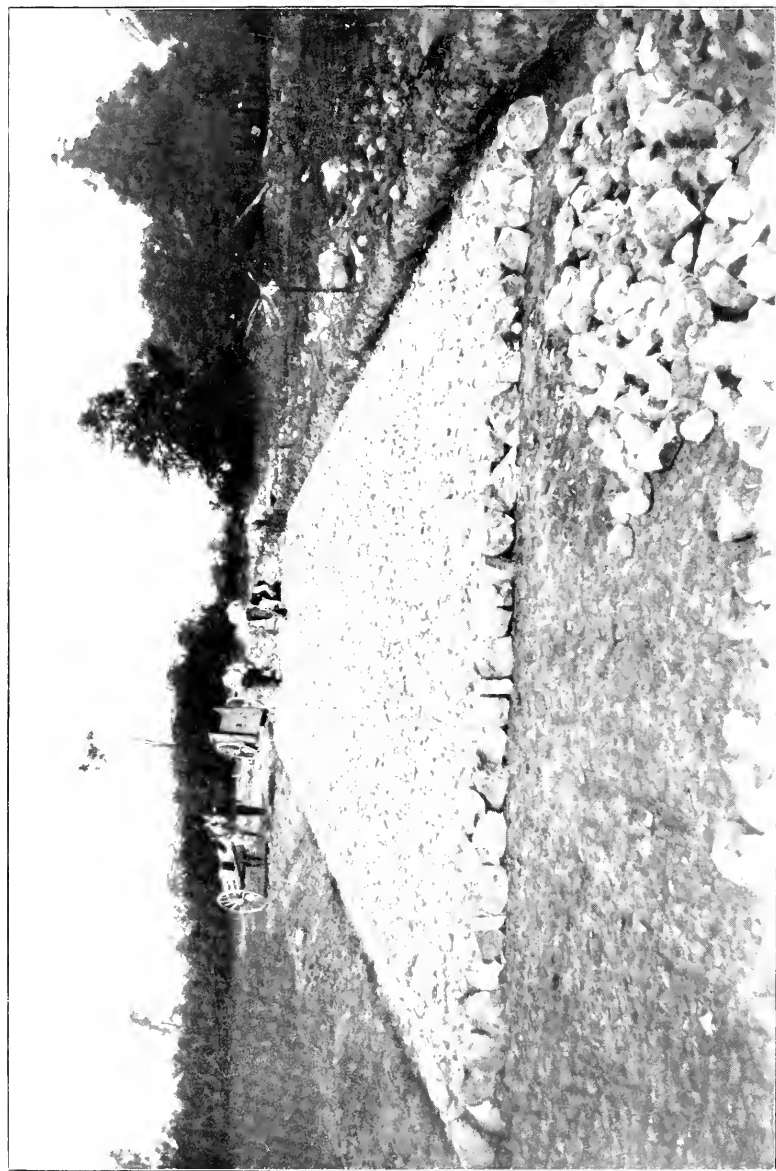
- 13.—Section Kinzie's Battery L, Fifth United States.
- 14.—Rigg's Battery F, Fourth United States, and Kinzie's Battery K, Fifth United States.
- 15.—Section Tait's Fifth New York (Evergreen Cemetery).
- 16.—Dilger's Battery I, First Ohio (National Cemetery).
- 17.—Bancroft's Battery G, Fourth United States (National Cemetery).
- 18.—Eakin's Battery H, Fourth United States (National Cemetery).
- 19.—Hill's Battery C, First West Virginia (National Cemetery).
- 20.—McCartney's Battery A, First Massachusetts (National Cemetery).
- 21.—Hall's Second Maine Battery.
- 22.—Edgell's First New Hampshire Battery.
- 23.—Breastworks in Patterson field east of Hancock avenue.
- 24.—Stone wall rebuilt on Sedgwick avenue.
- 25.—Wheatfield road connecting Sickles avenue.
- 26.—Path to summit of Big Round Top from avenue.
- 27.—Path near summit of Big Round Top.
- 28.—Path near summit of Big Round Top, looking toward base of hill.
- 29.—Vista near summit of Big Round Top, showing the Sphinx.
- 30.—Law's Brigade tablet, section 5, Confederate avenue.
- 31.—Taylor's and Parker's Battery, section 4, Confederate avenue.
- 32.—Carlton's Battery, section 4, Confederate avenue.

LIST OF BLUE PRINTS ACCOMPANYING REPORT, SHOWING SOME OF THE DETAILS
OF THE WORK DURING THE YEAR.

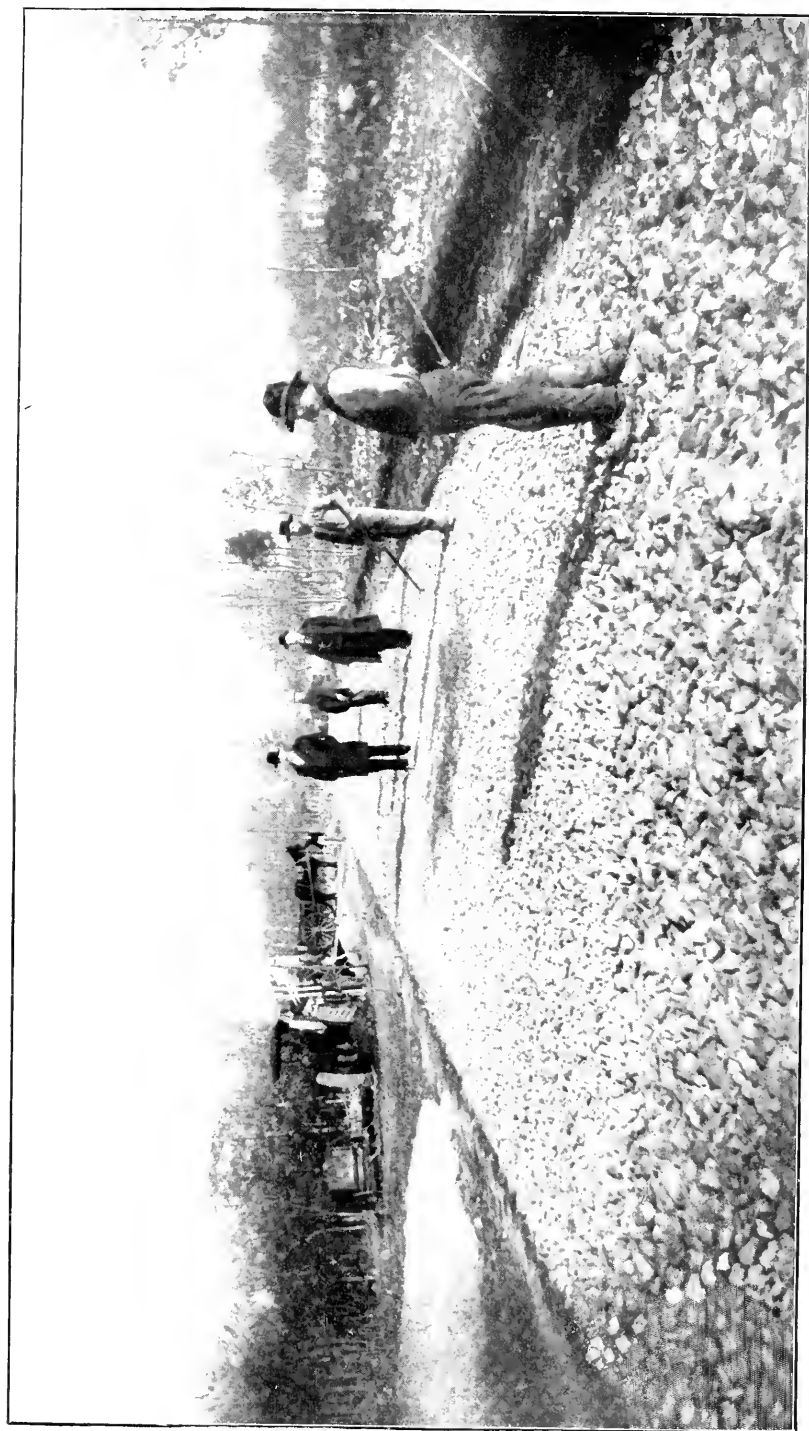
- 359.—Stonework for Menchy's Spring.
- 360.—Tract belonging to Henry Osborn.
- 362.—Tract belonging to Alex. Little.
- 363.—A monument to mark Camp Letterman.
- 364.—A monument to mark headquarters Fifth Army Corps.
- 365.—Property of heirs of Abraham Trostle.
- 366.—Camping ground for Second West Virginia Regiment.
- 367.—Map of Stevens Knoll.
- 368.—Map of avenues and roads.
- 369.—Position of chain and balls on Barlow's Knoll.
- 370.—Map showing tracts exchanged between William Patterson and Simon J. Codori.
- 371.—Corps badges.
- 372.—Drain pipe on Howard avenue.
- 373.—Plot of Fourteenth Connecticut Regiment.
- 374.—Cast-iron tablet and stand.
- 375.—Corps badges.
- 376.—Land and Improvement Company's land.
- 377.—Drain pipe near Bryan House.
- 378.—Map showing road around Twenty-eighth Massachusetts monument.
- 379.—Map showing road around Twenty-eighth Massachusetts monument.
- 380.—Grand Army badges.
- 381.—Grand Army badges.
- 382.—Plan for piked roadway through Reynolds Grove.
- 383.—Orchard on Trostle farm.
- 384.—Plan of avenue along south base, Culp's Hill.
- 385.—Property of L. Trostle.
- 386.—Plan of ground around Reynolds statue.
- 387.—Plan of steps on Little Round Top.
- 388.—Property of Samuel M. Bushman.
- 390.—Plan of addition to stable.
- 391.—Cross section showing plan for surfacing avenue.
- 392.—Avenue from Sykes to Crawford avenue.
- 393.—Design for division tablet.
- 394.—South Emmitsburg road.
- 395.—Powers Hill.
- 396.—East Gettysburg.
- 397.—Map showing line of proposed avenue through Culp's property.



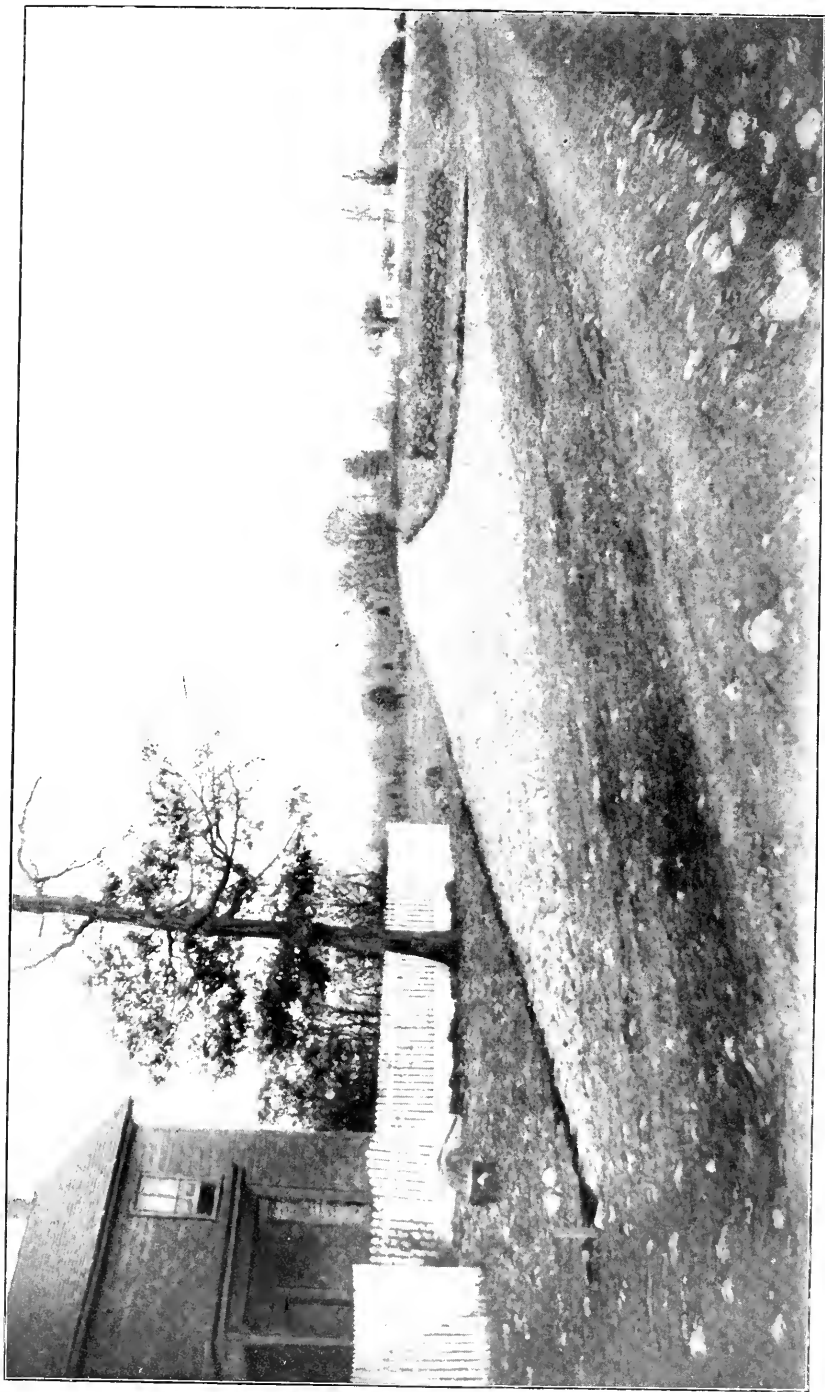
LAYING FOUNDATION STONE ON SECTION 4, CONFEDERATE AVENUE.



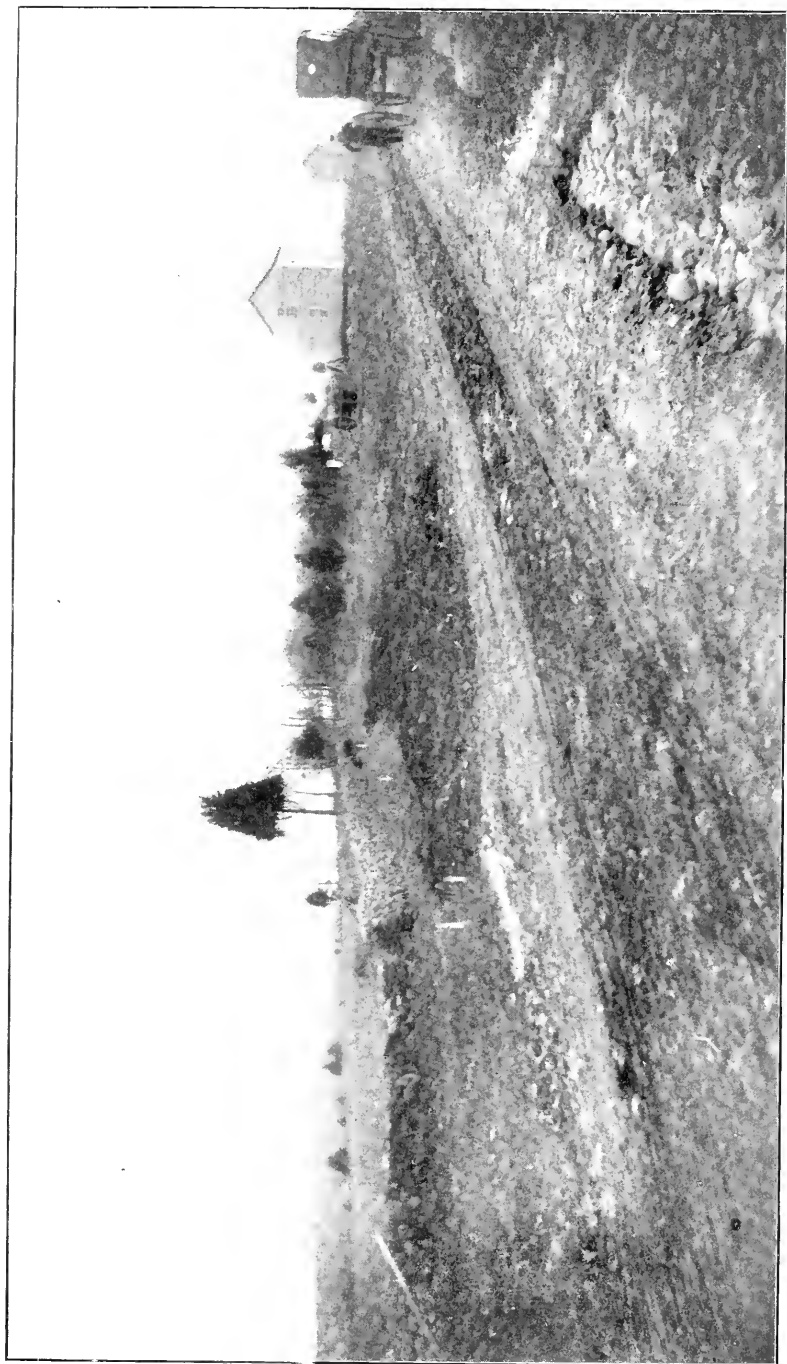
CROSS-SECTION FOUNDATION PAVEMENT SECTION 4 CONFEDERATE AVENUE



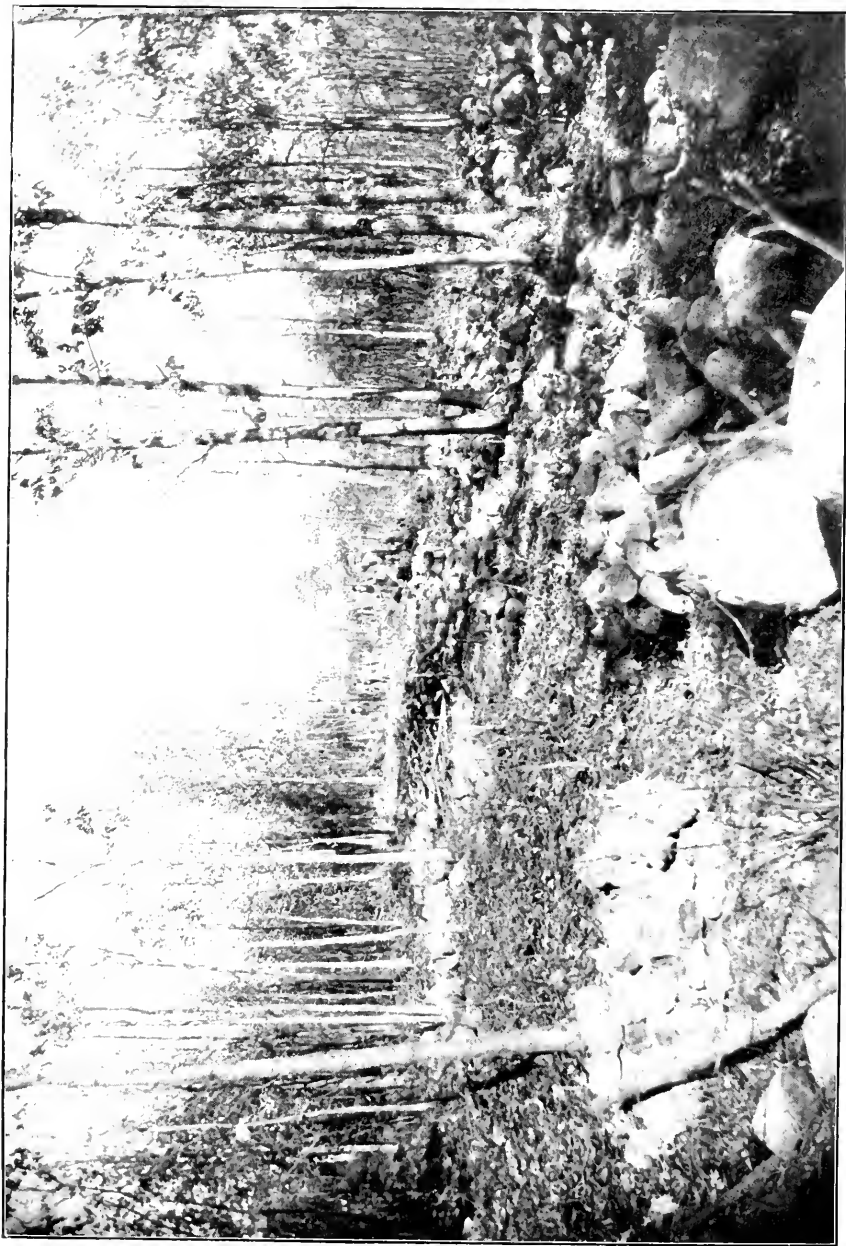
PUTTING 12-INCH STONE ON SECTION 4 CONFEDERATE AVENUE



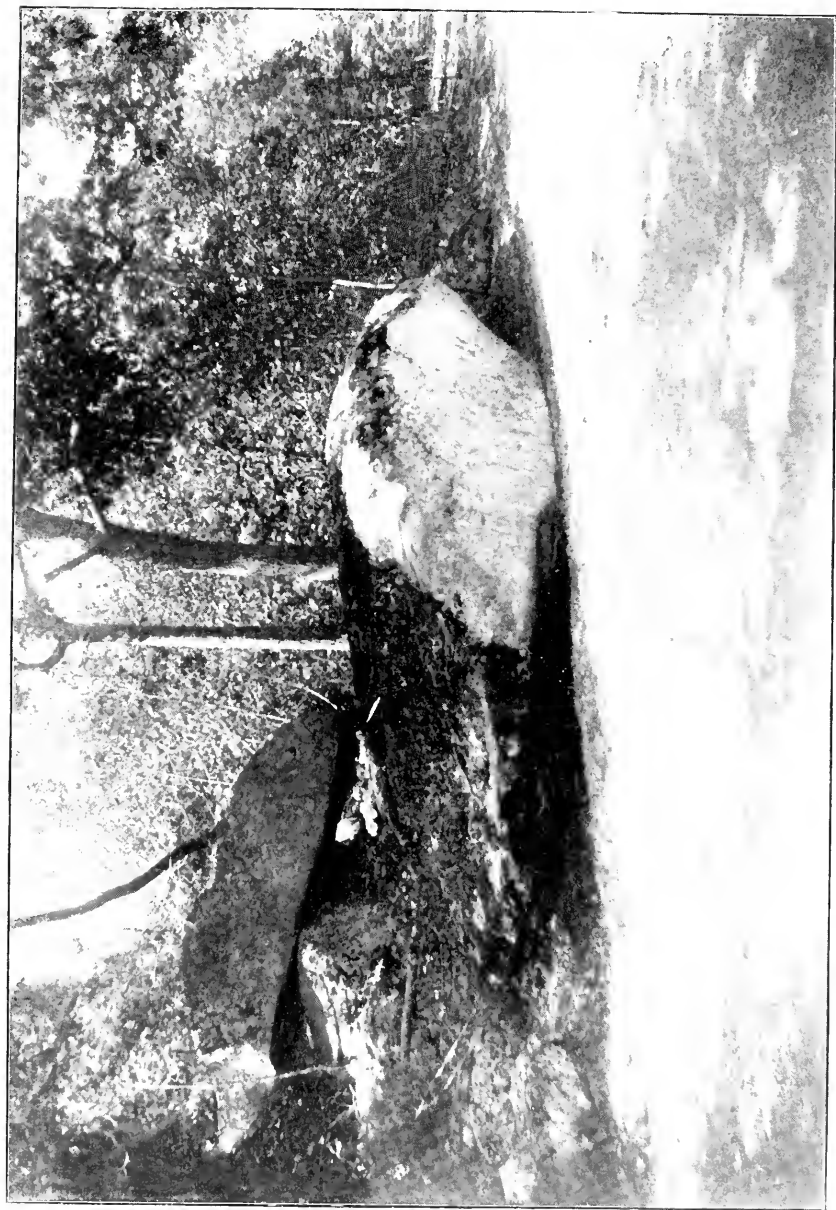
SECTION 4 CONFEDERATE AVENUE FROM EMMITSBURG ROAD



GRADING SECTION 5 CONFEDERATE AVENUE EMMITSBURG ROAD



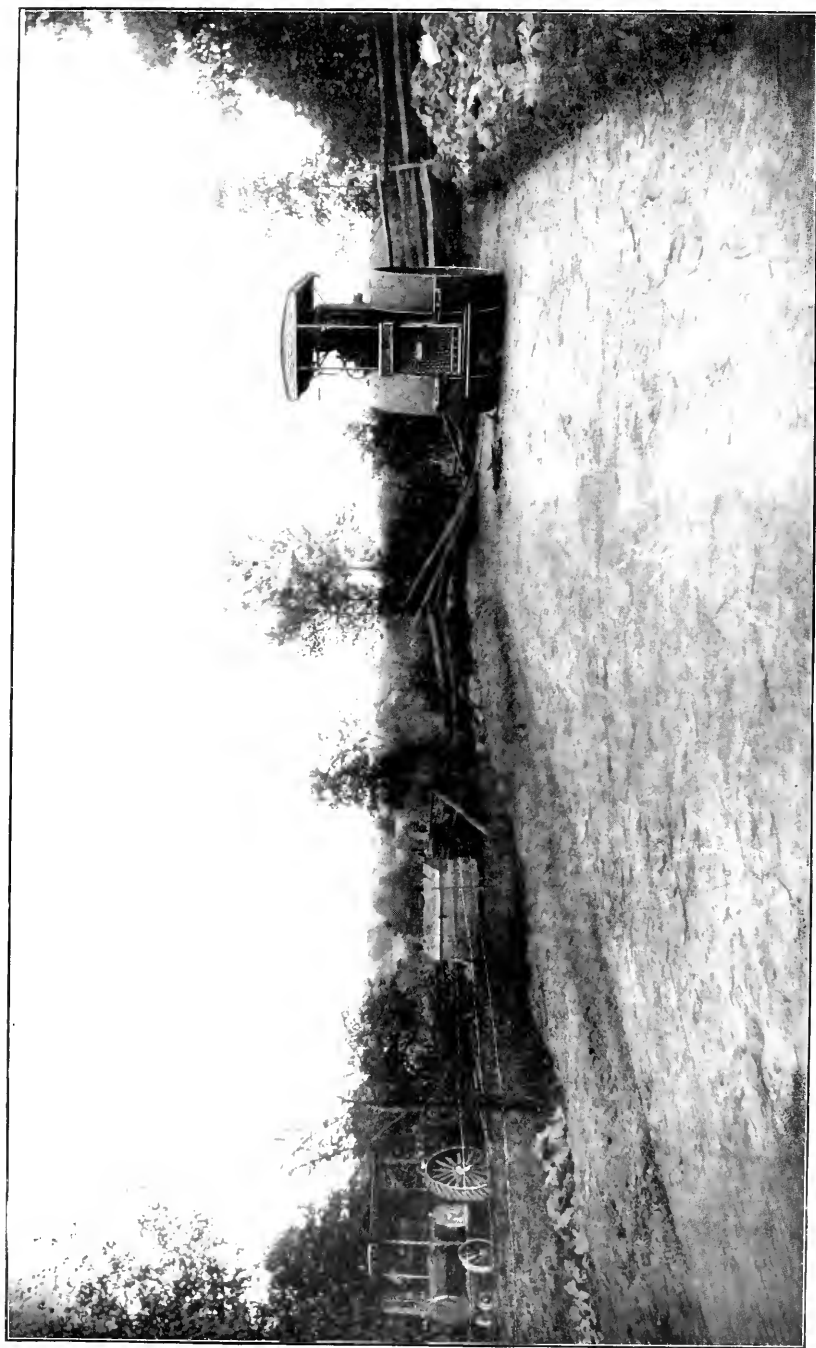
GRADING ON SECTION 5 CONFEDERATE AVENUE



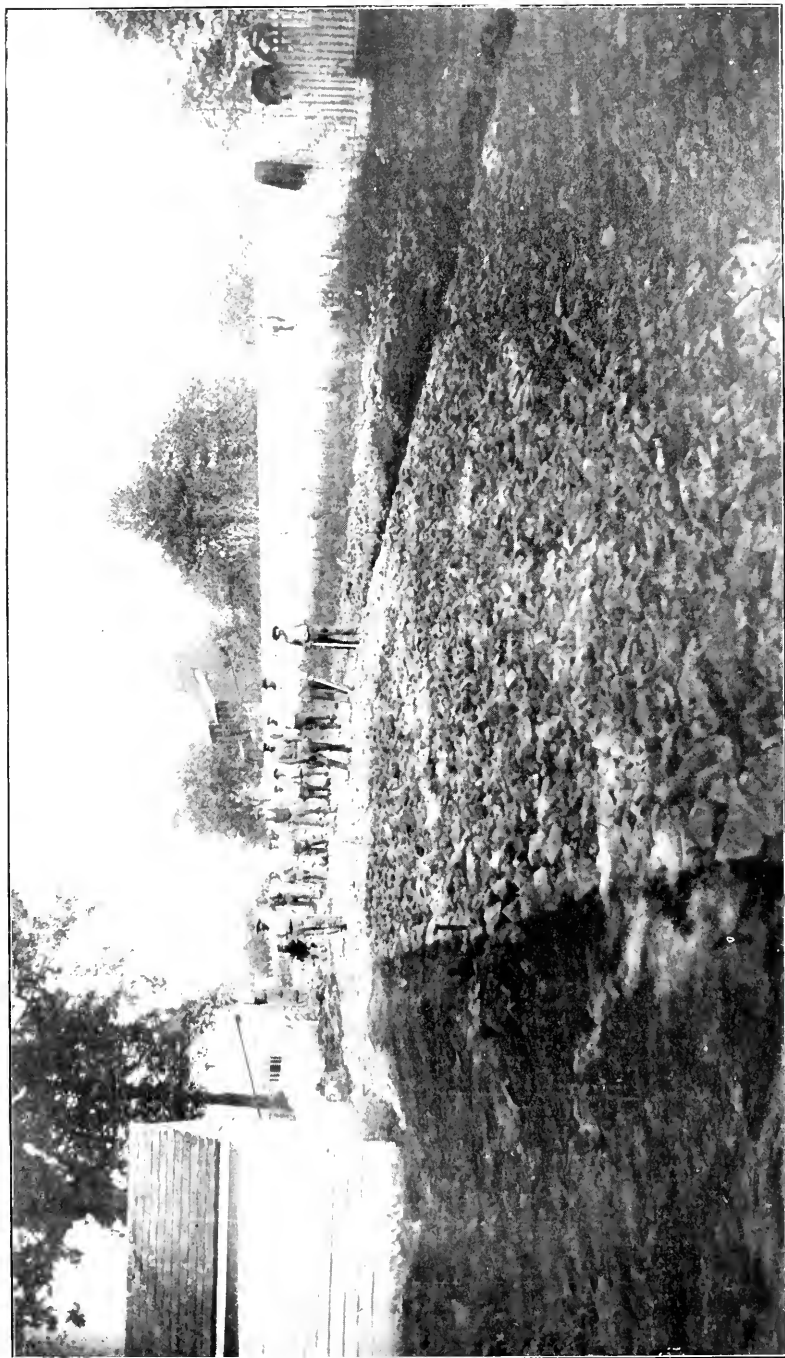
VIEW ON SECTION ' CONFEDERATE AVENUE—THE DEVIL'S SLIPPER.



GRADING ROADBED SECTION 1 CONFEDERATE AVENUE



ROLLING SUBGRADE, SECTION 1, CONFEDERATE AVENUE



FOUNDATION WORK OF ROADWAY ON SEMINARY AVENUE LOOKING NORTH

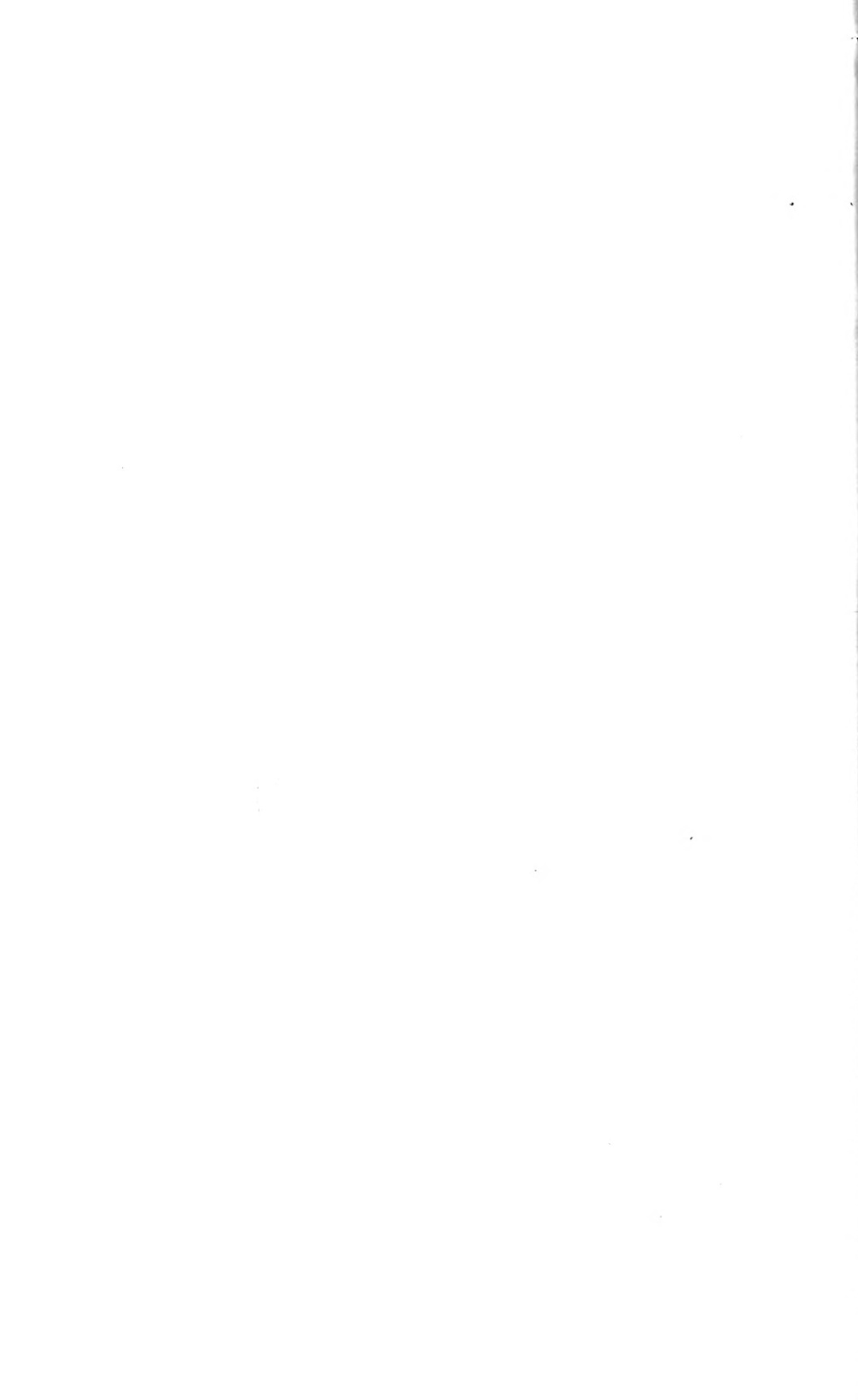


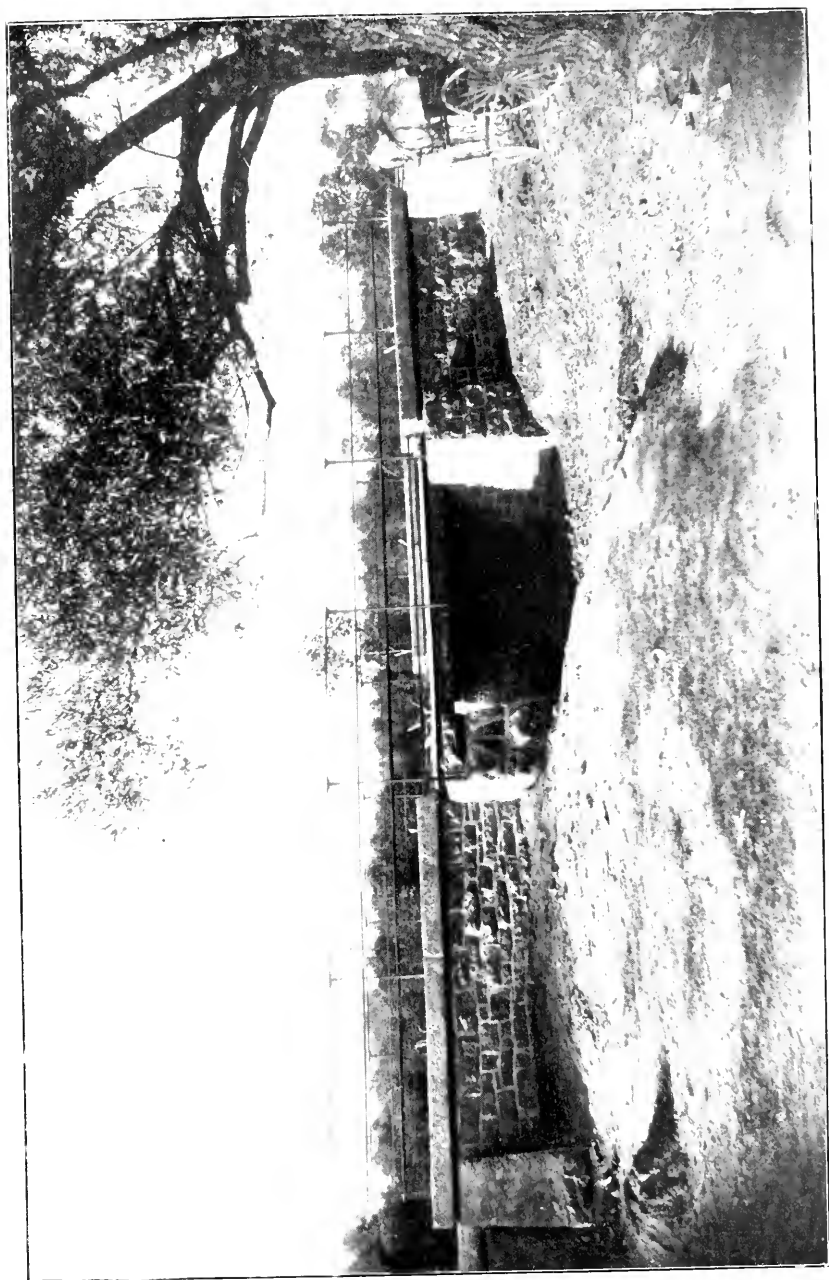
A VIEW OF RICKETT'S BATTERY F AND G, FIRST PENNSYLVANIA LIGHT ARTILLERY, EAST CEMETERY HILL



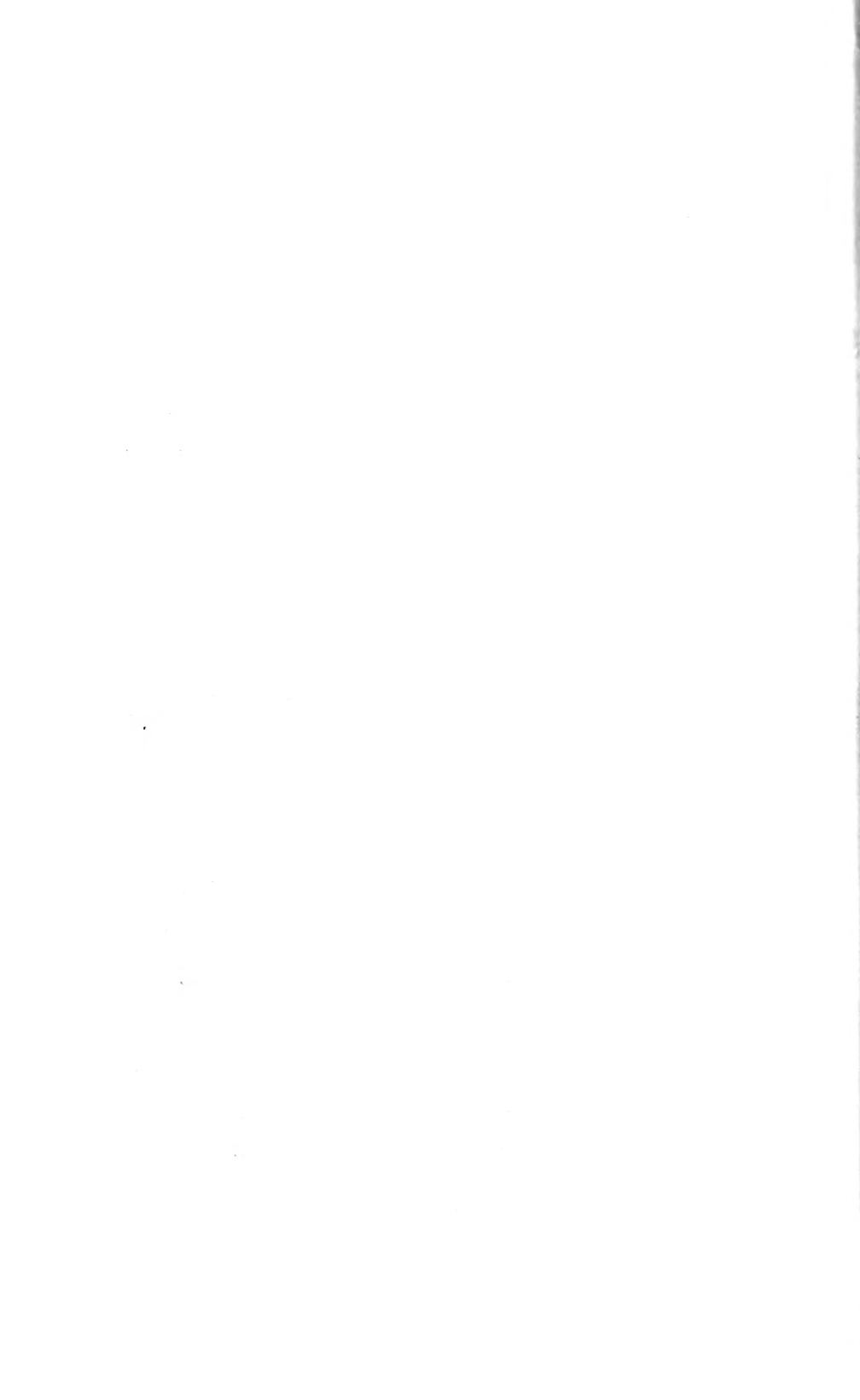


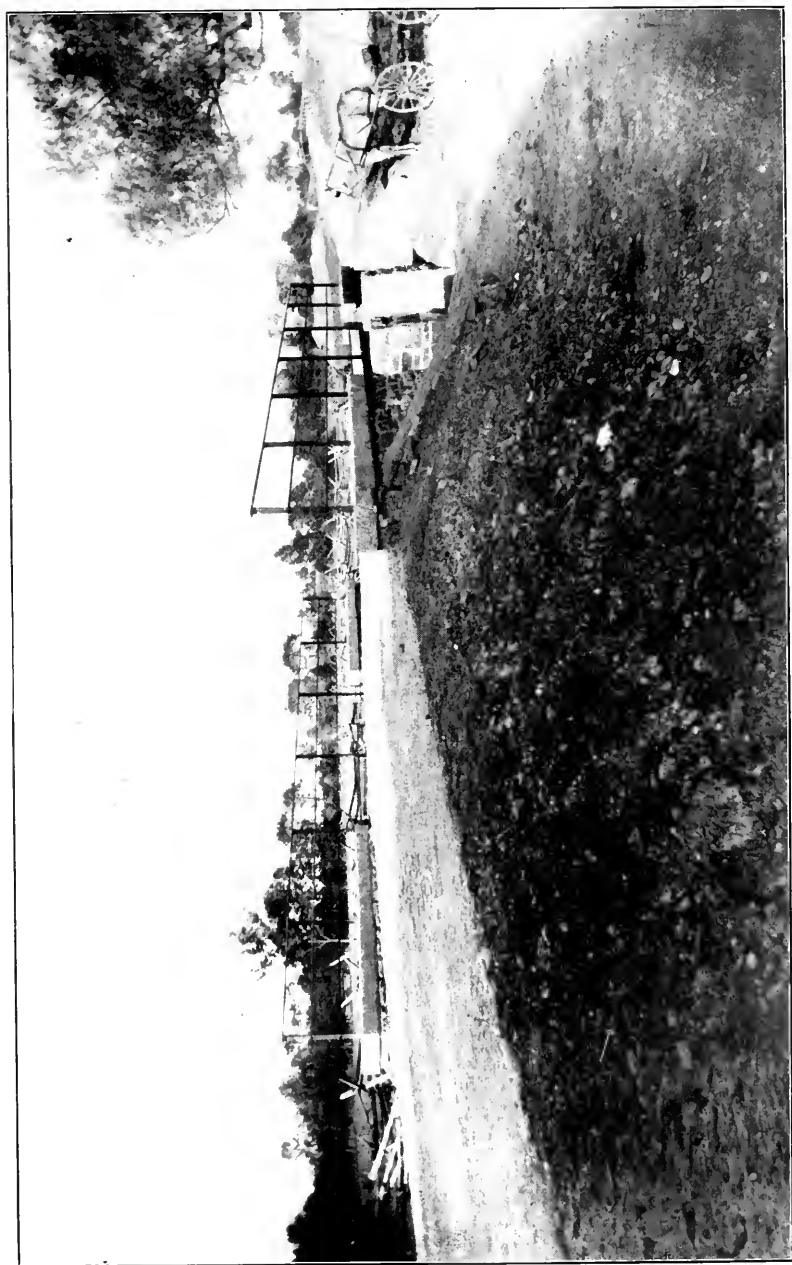
FIRST NEW YORK LIGHT BATTERY 1, EAST CEMETERY HILL





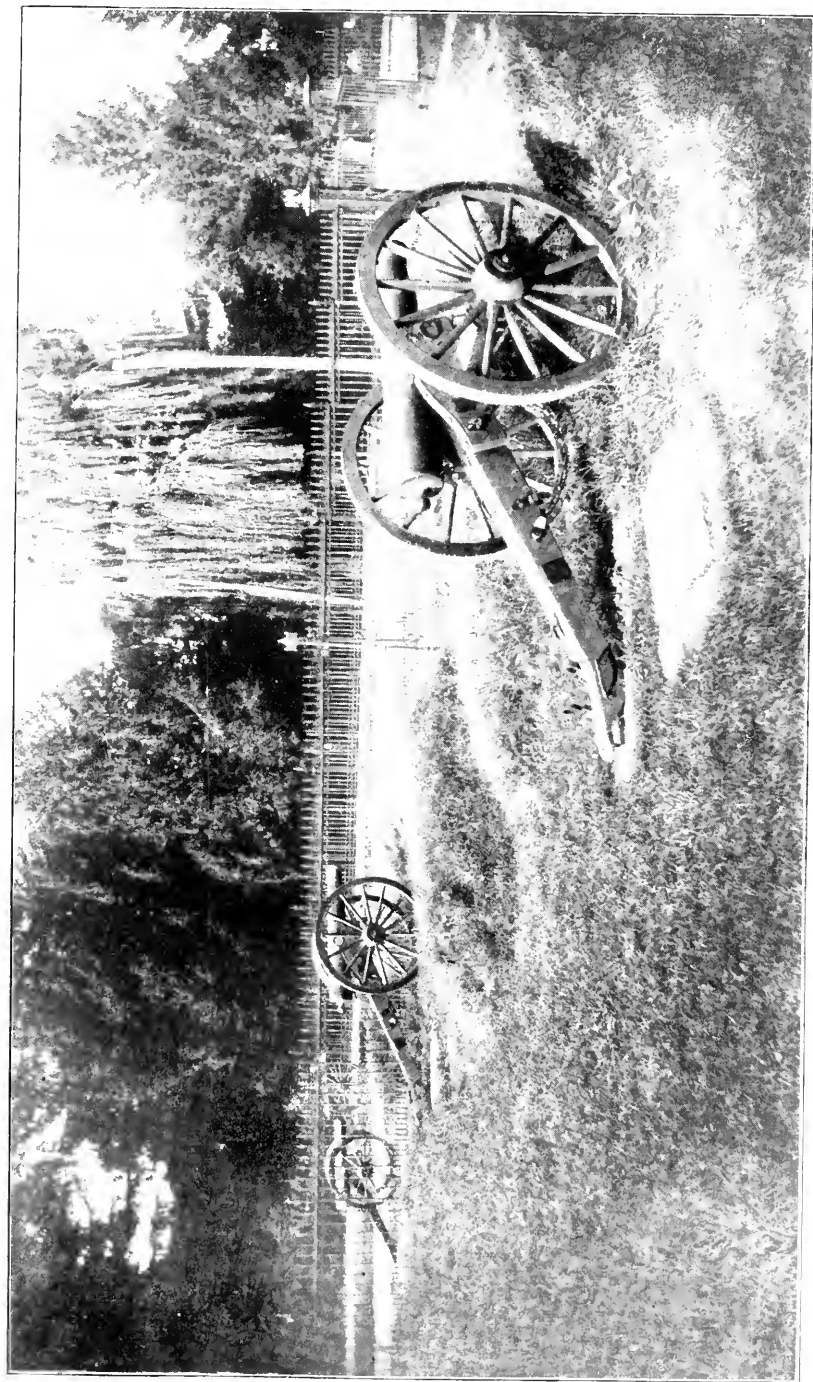
SIDE VIEW, BRIDGE NO. 1.





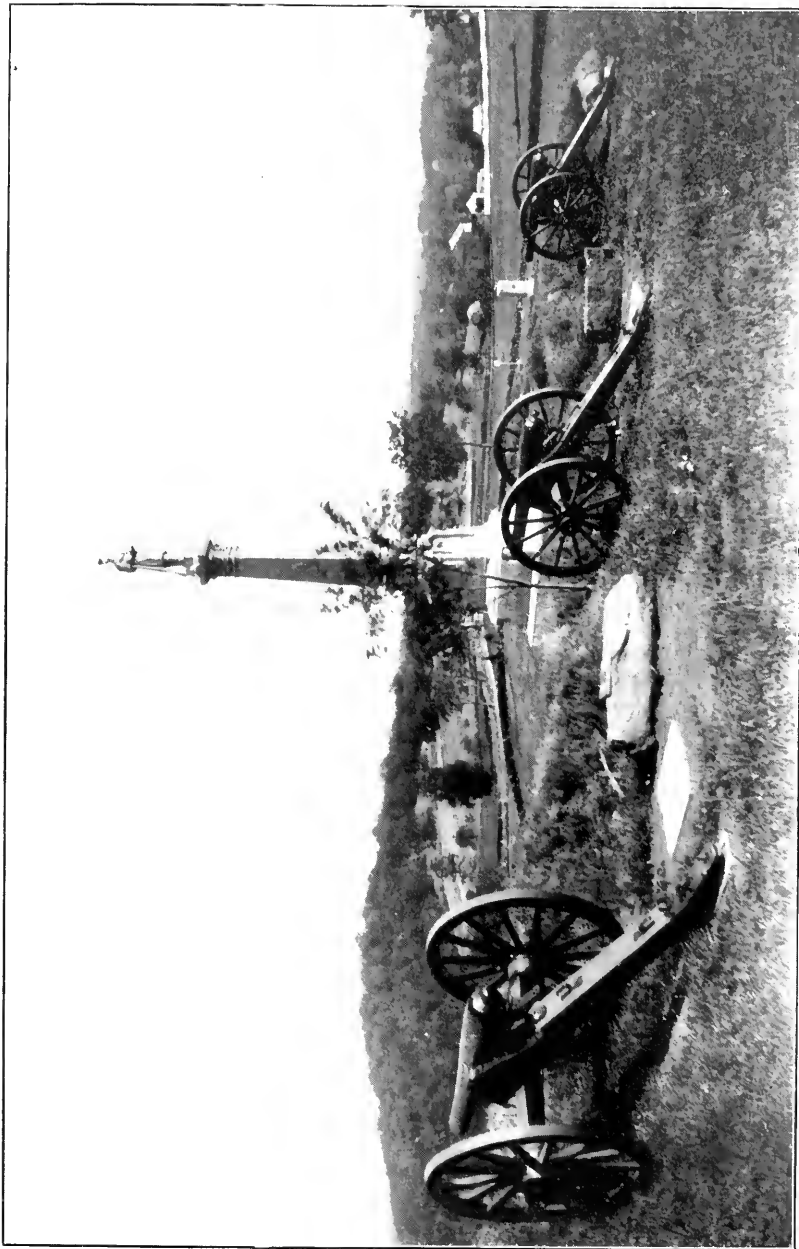
PERSPECTIVE VIEW OF BRIDGE NO. 1 ON UNITED STATES AVENUE



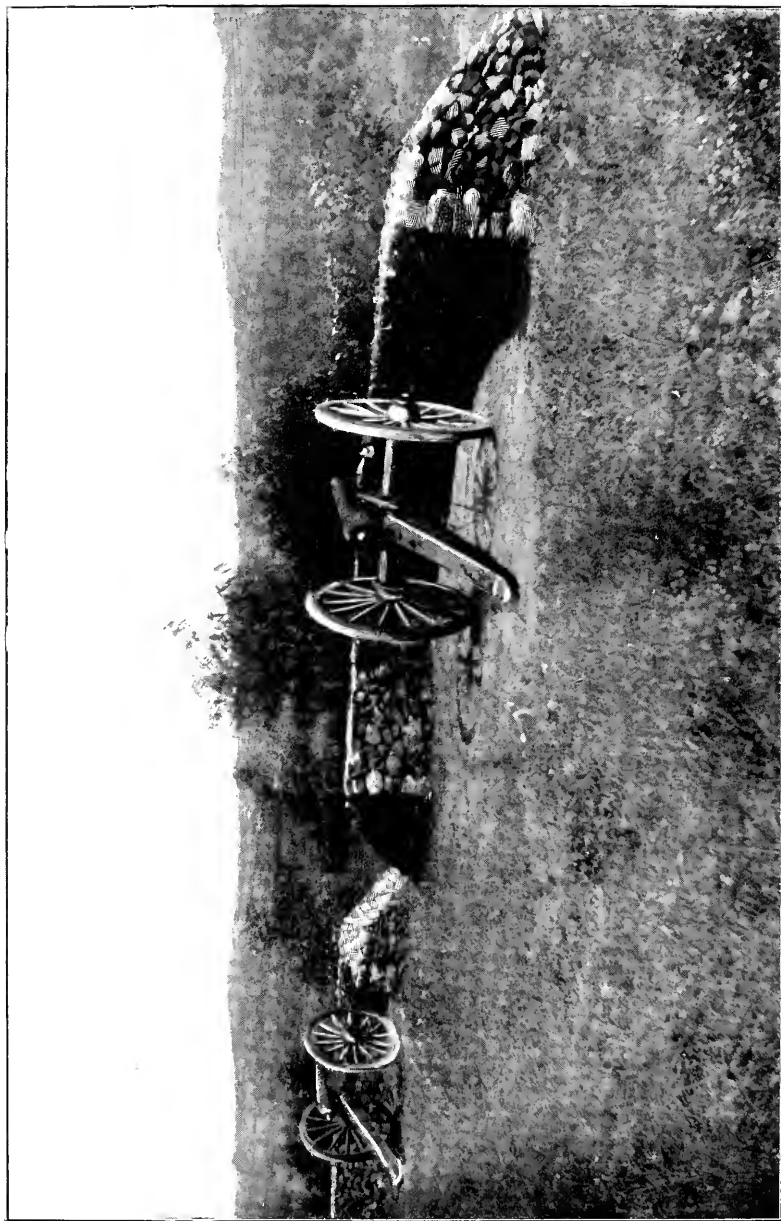


STEWART'S BATTERY FOURTH UNITED STATES, EAST CEMETERY HILL



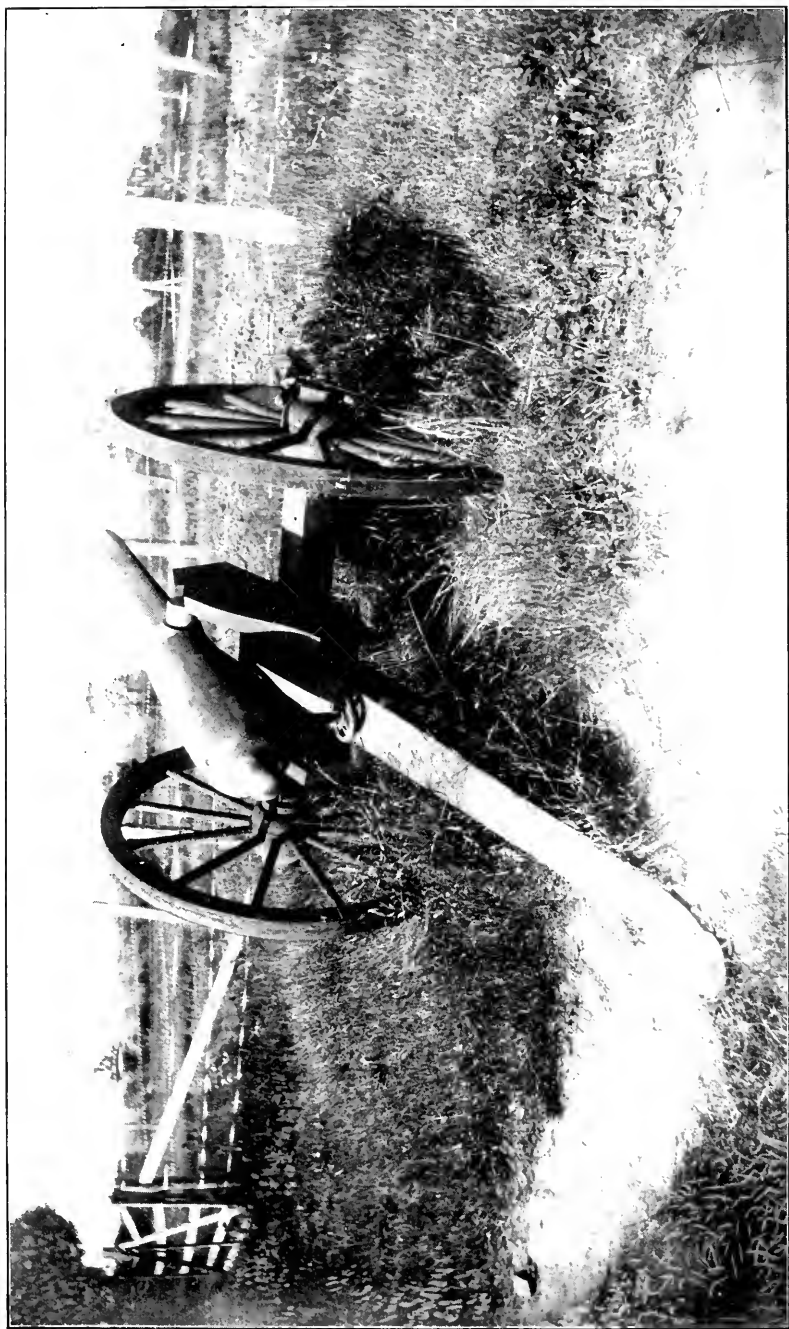


A VIEW OF COOPER'S BATTERY B, FIRST PENNSYLVANIA LIGHT ARTILLERY EAST CEMETERY HILL



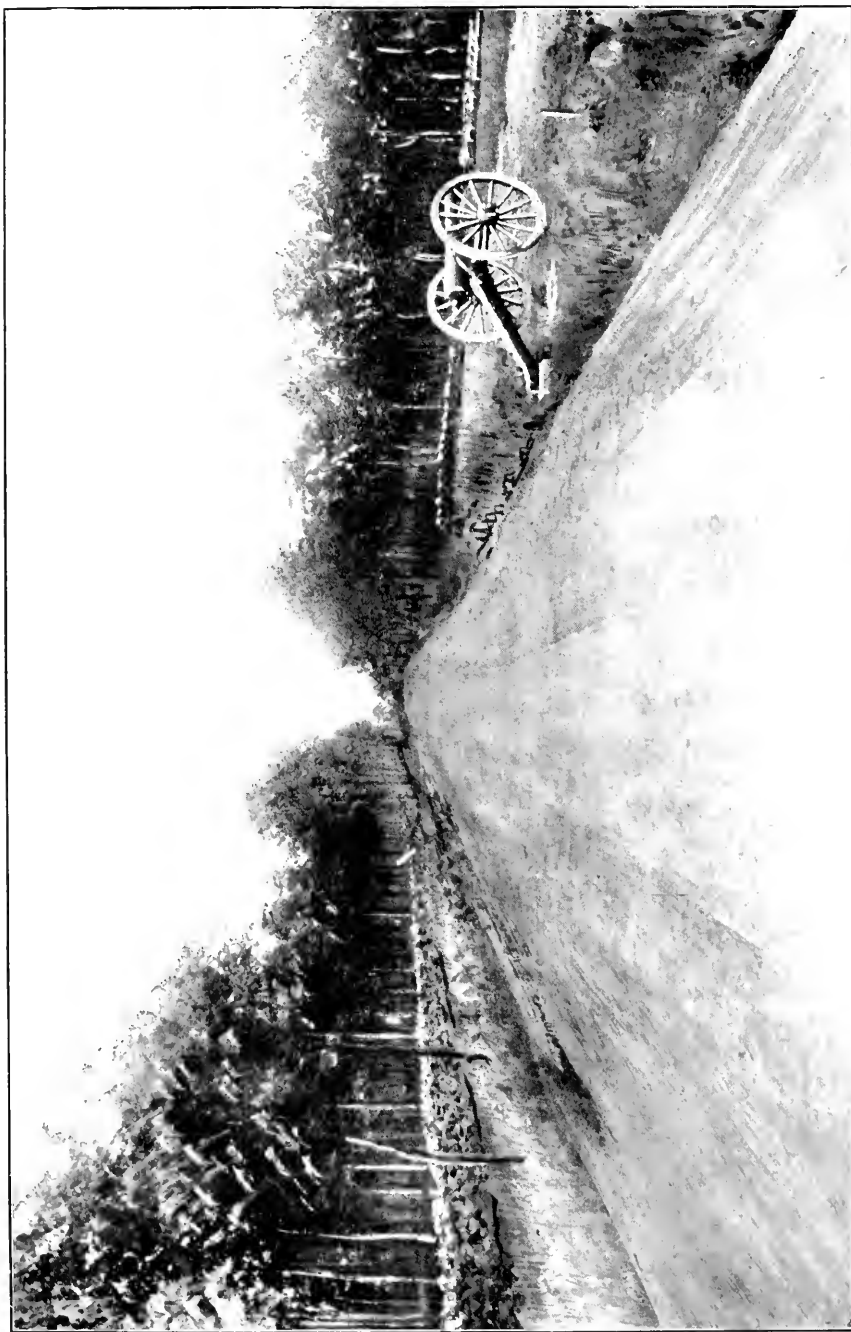
A SECTION OF RILEY'S BATTERY. C S A, ON SECTION 6, LOOKING TOWARD LITTLE ROUND TOP.



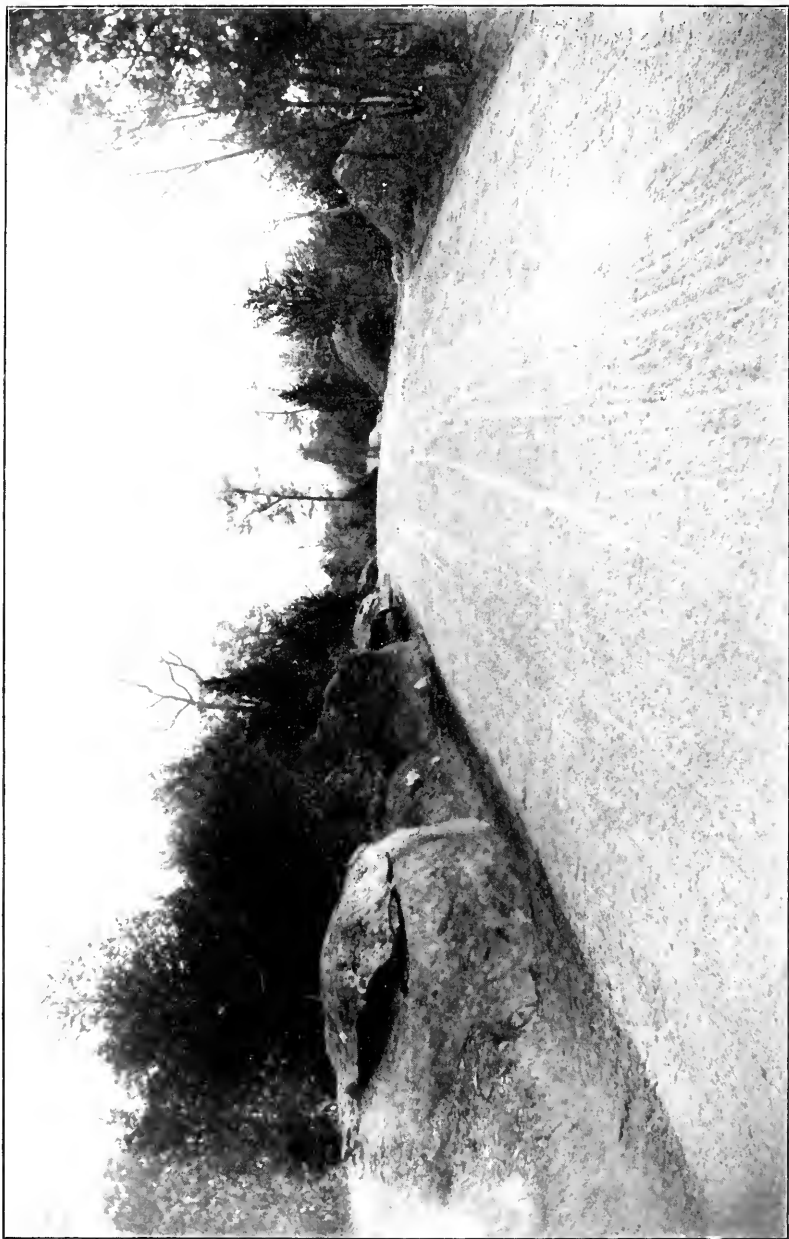


OLD CAST-IRON GUN CARRIAGE. FORMERLY USED TO MARK THE FIELD

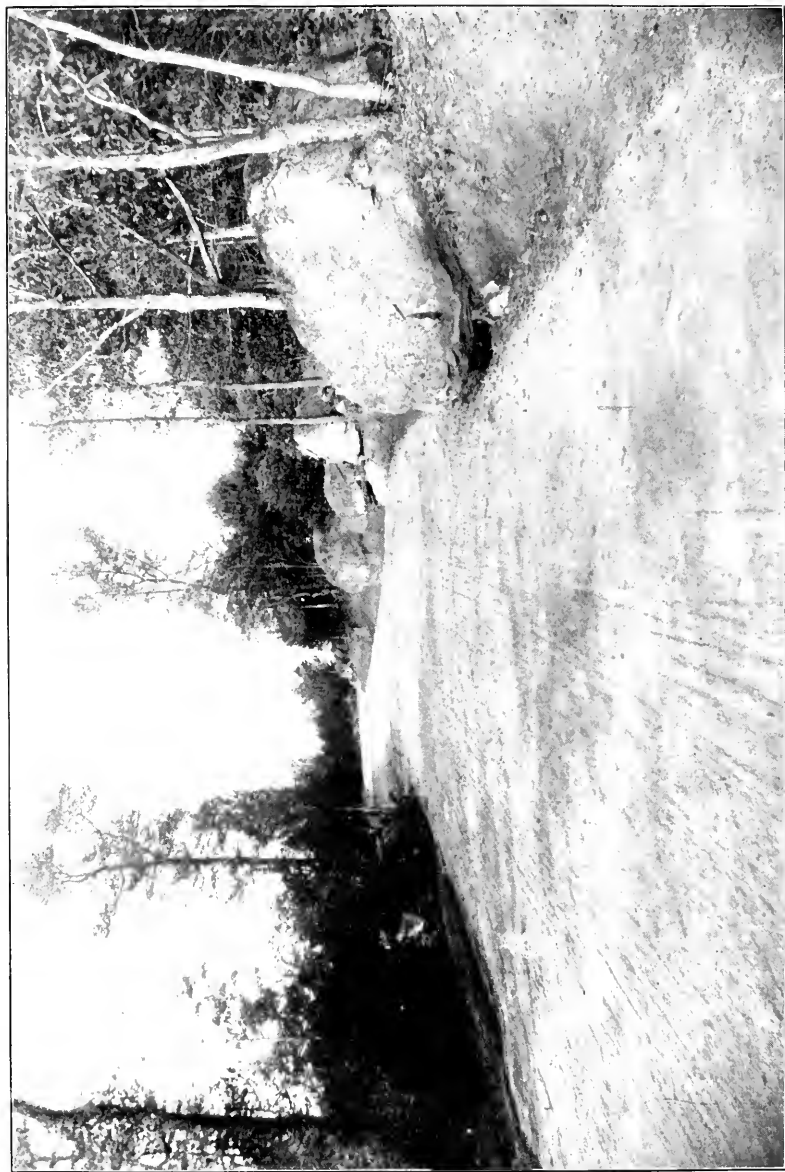




A VIEW OF CONFEDERATE AVENUE SECTION - LOOKING NORTH

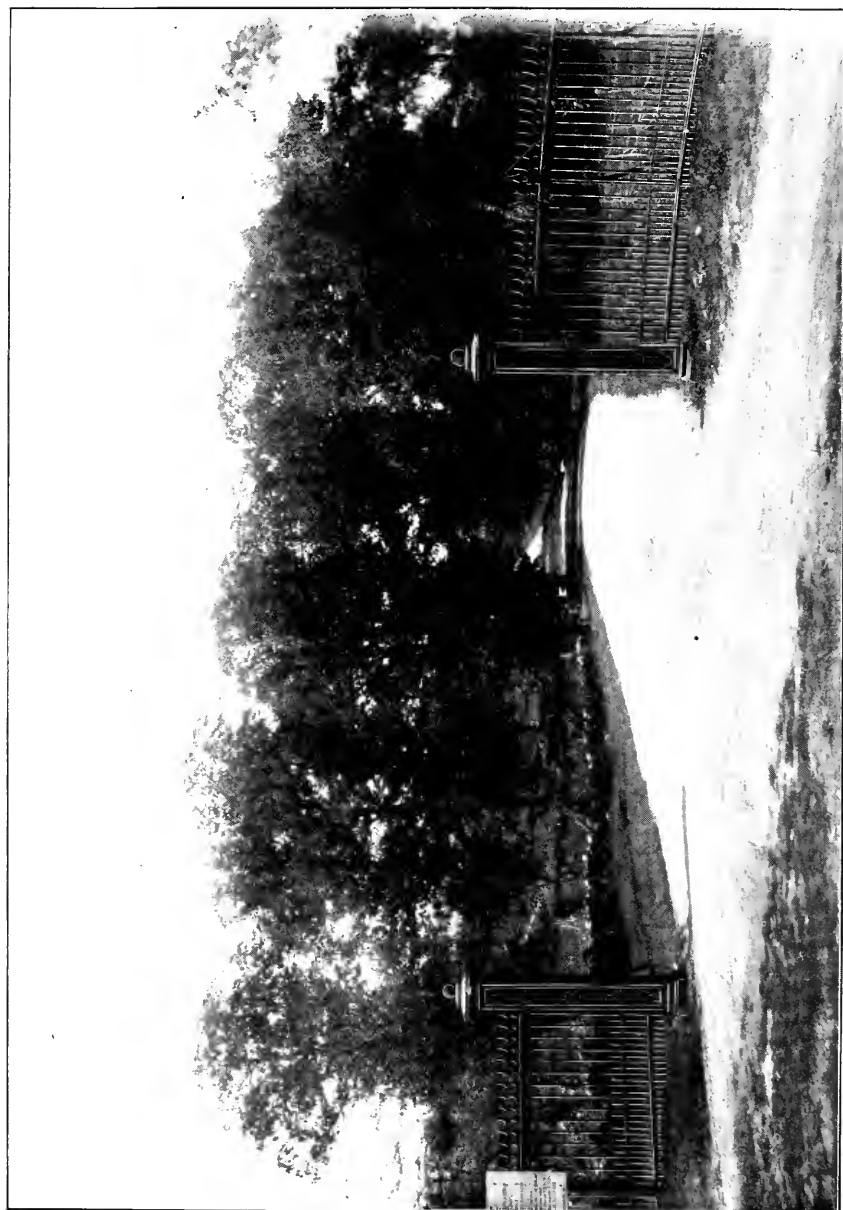


A VIEW OF SECTION: CONFEDERATE AVENUE LOOKING SOUTH FROM NEAR THE ENTRANCE OF KILPATRICK AVENUE

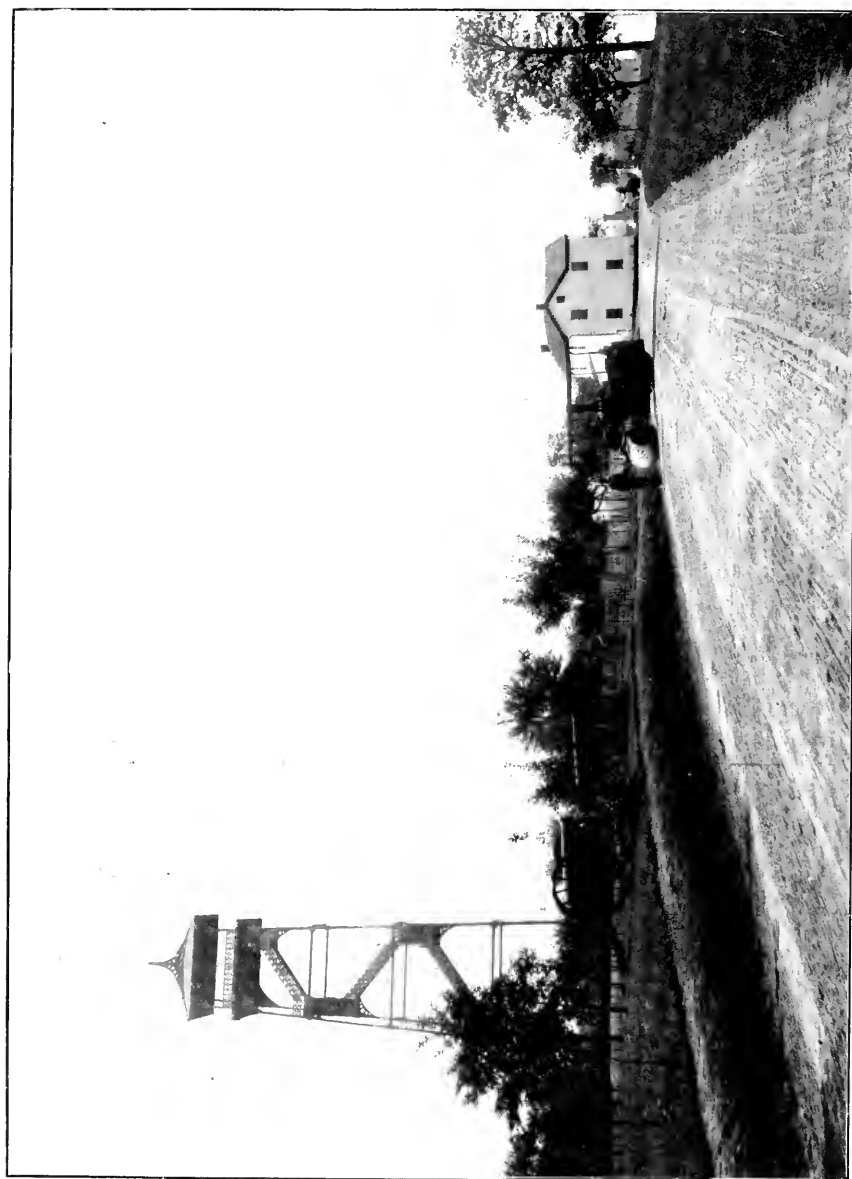


A VIEW OF CONFEDERATE AVENUE, SECTION 7, LOOKING NORTH

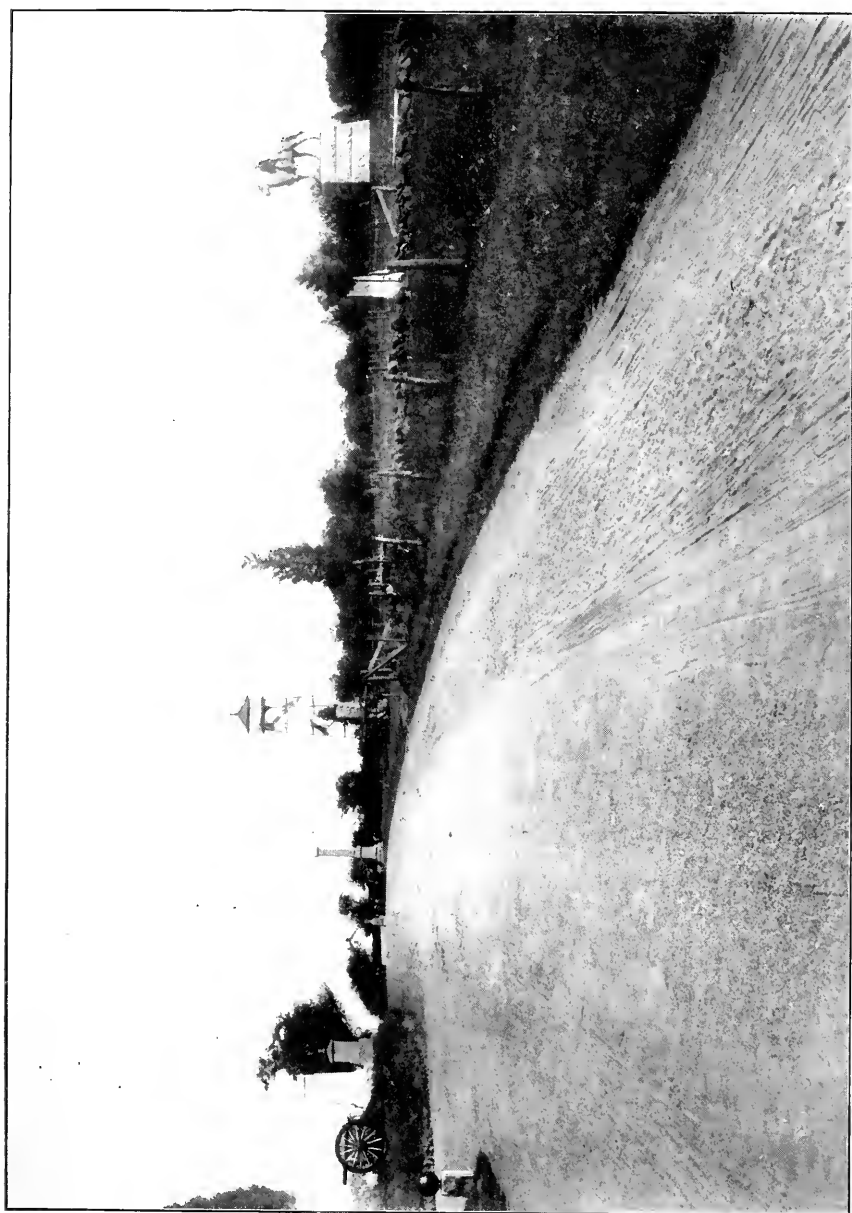




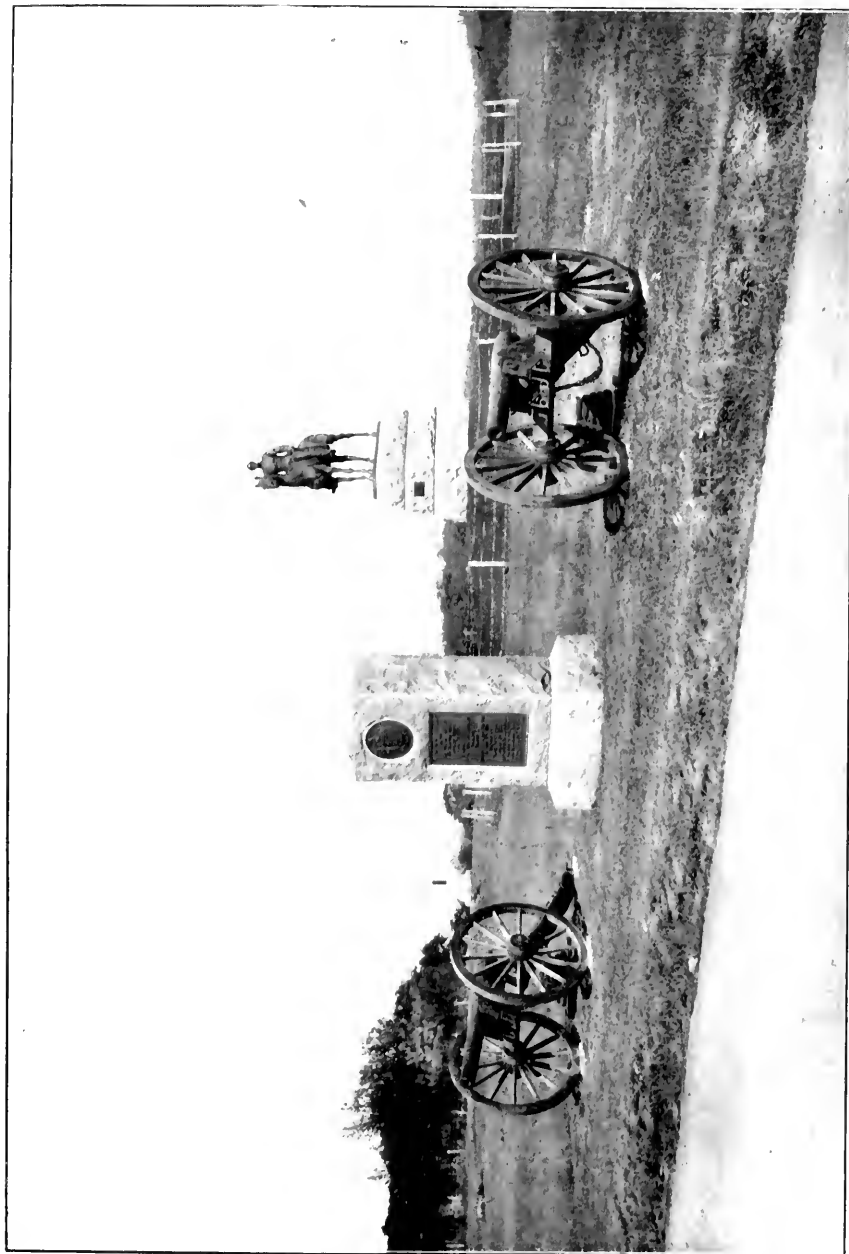
ENTRANCE TO HANCOCK AVENUE ZEIGLER'S GROVE.



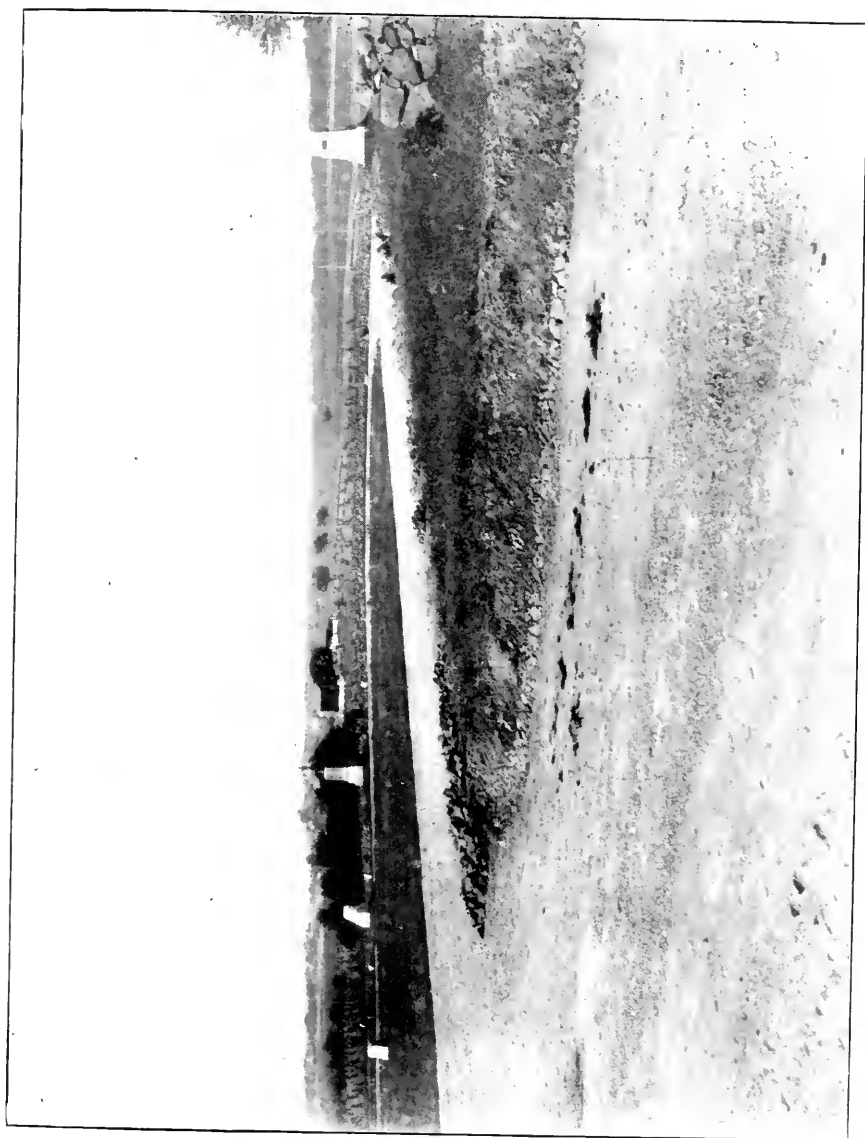
HANCOCK AVENUE SOUTH TOWARD BRYAN HOUSE.



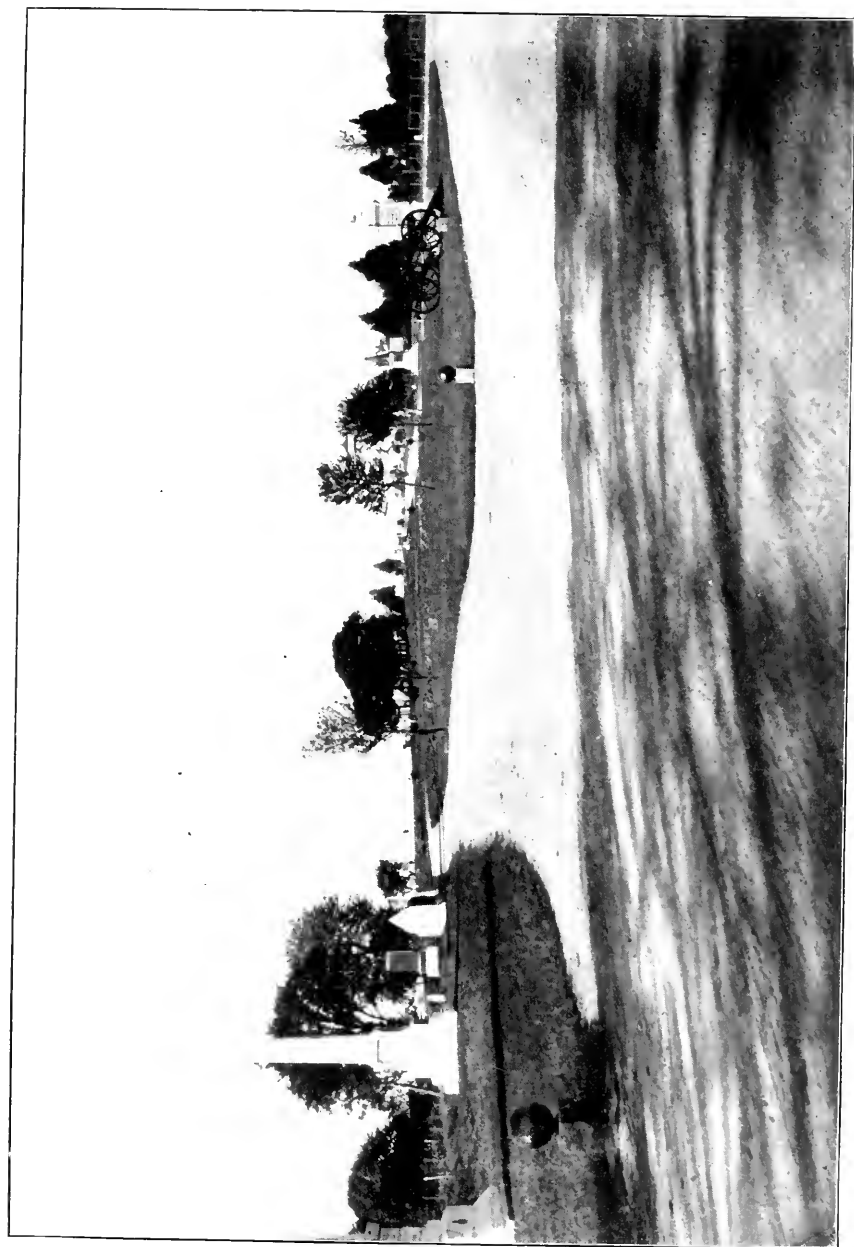
HANCOCK AVENUE TOWER BRYAN HOUSE



HADDOCK AVENUE ELEVENTH NEW YORK INDEPENDENT BATTERY



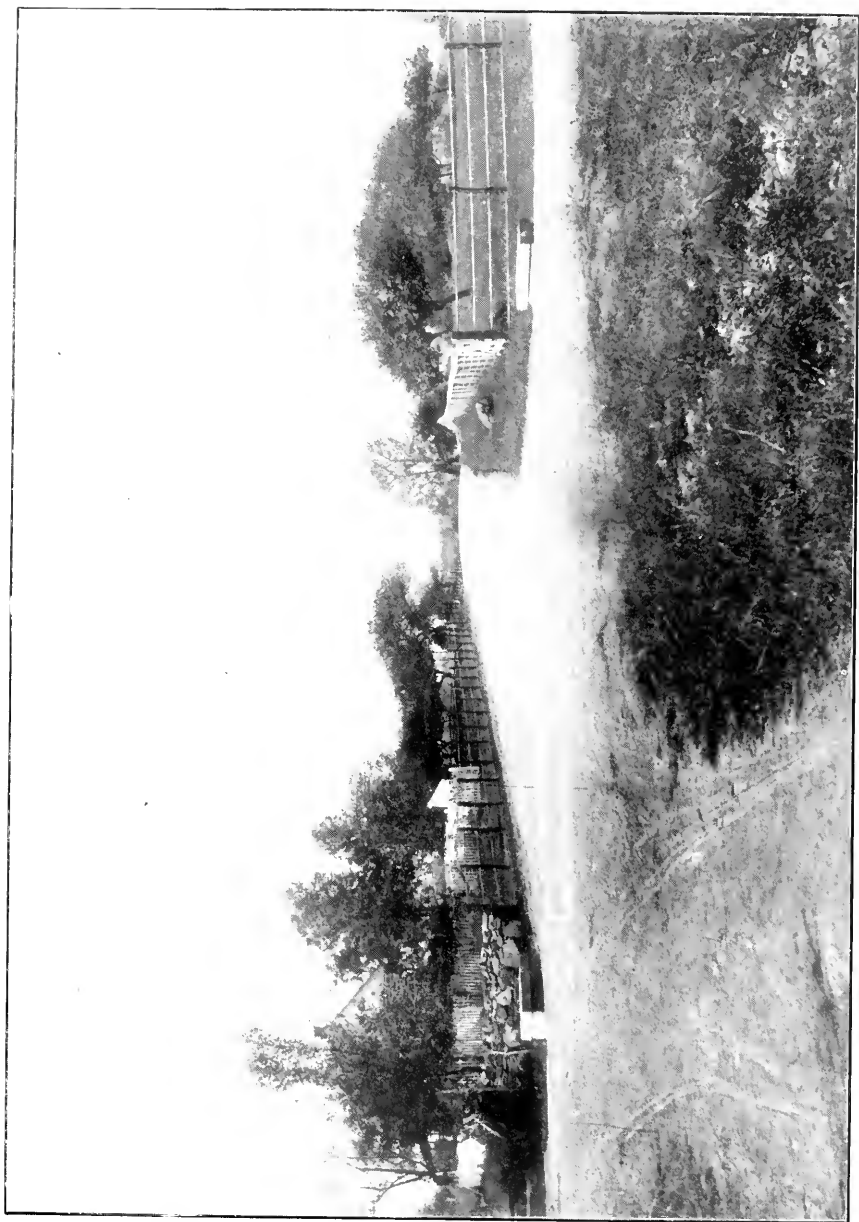
HANCOCK AVENUE; LOOP AT THE ANGLE.



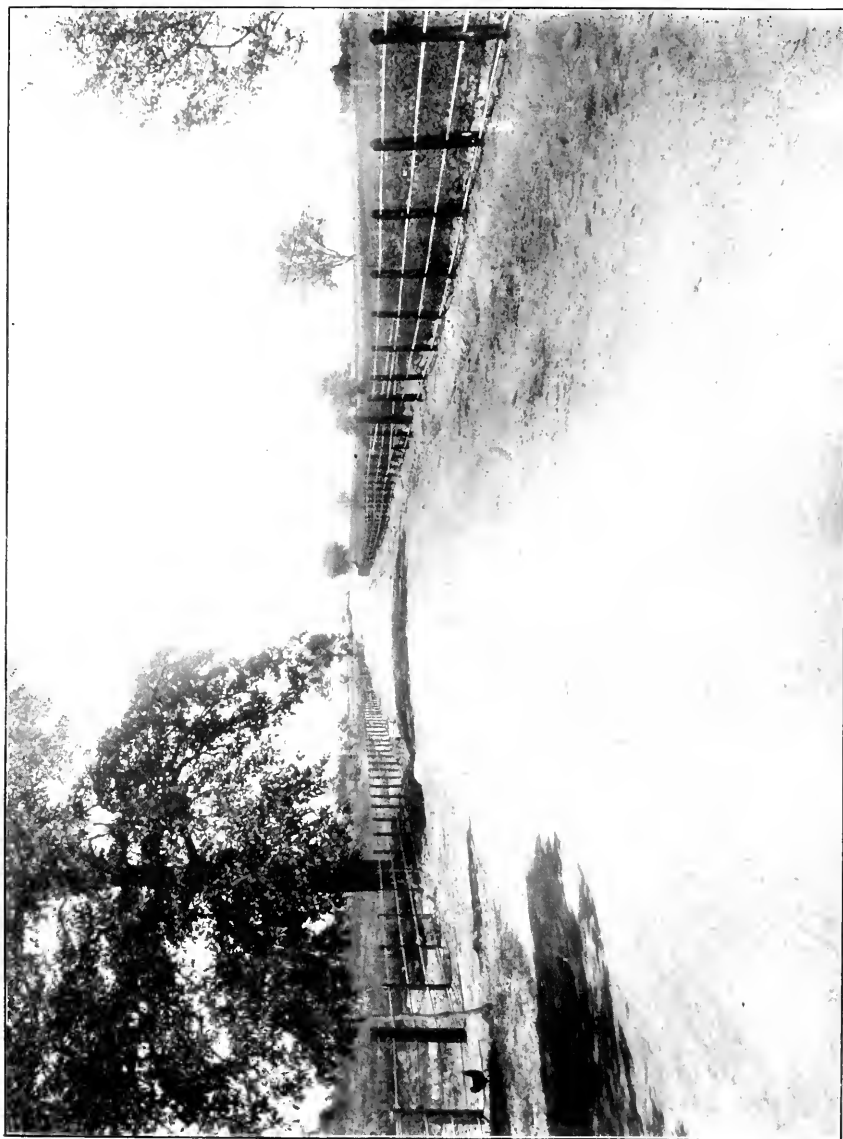
HANCOCK AVENUE NORTH TO HIGH WATER MARK



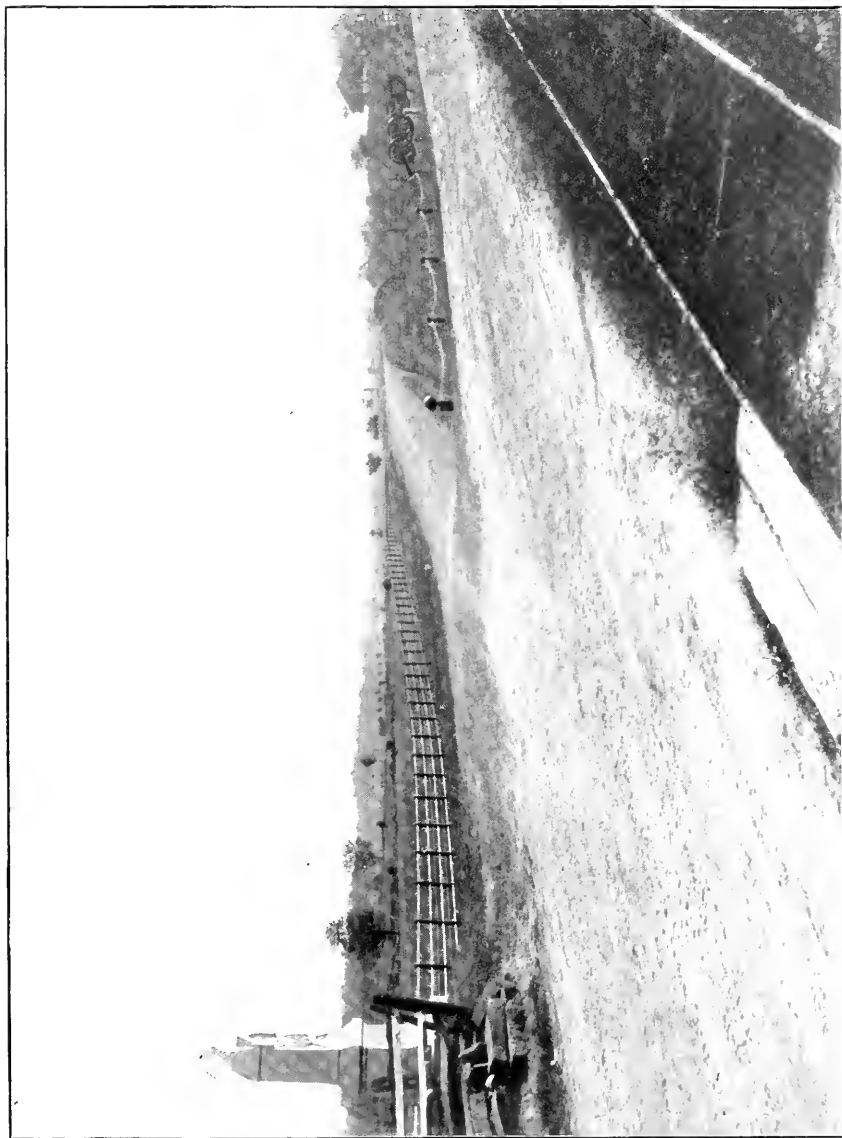
HANCOCK AVENUE AT INTERSECTION OF PLEASANTON AVENUE.



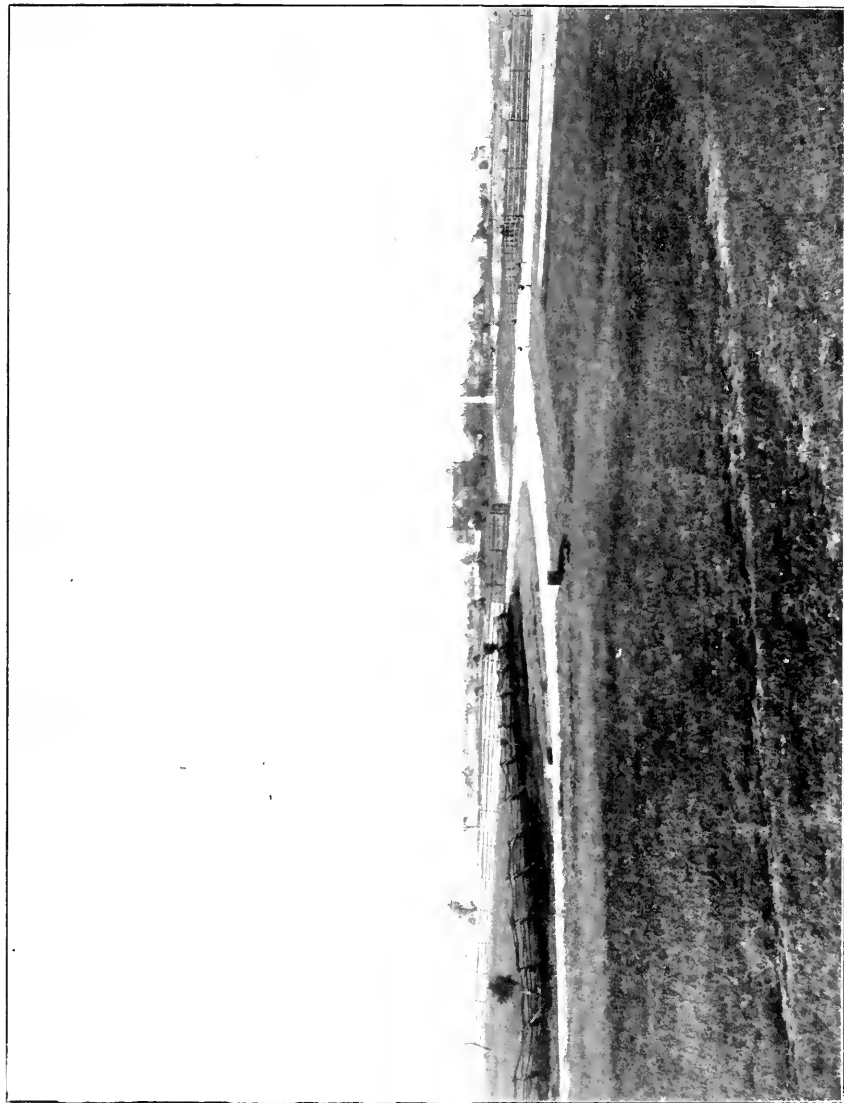
INTERSECTION UNITED STATES AVENUE AND HANCOCK AVENUE



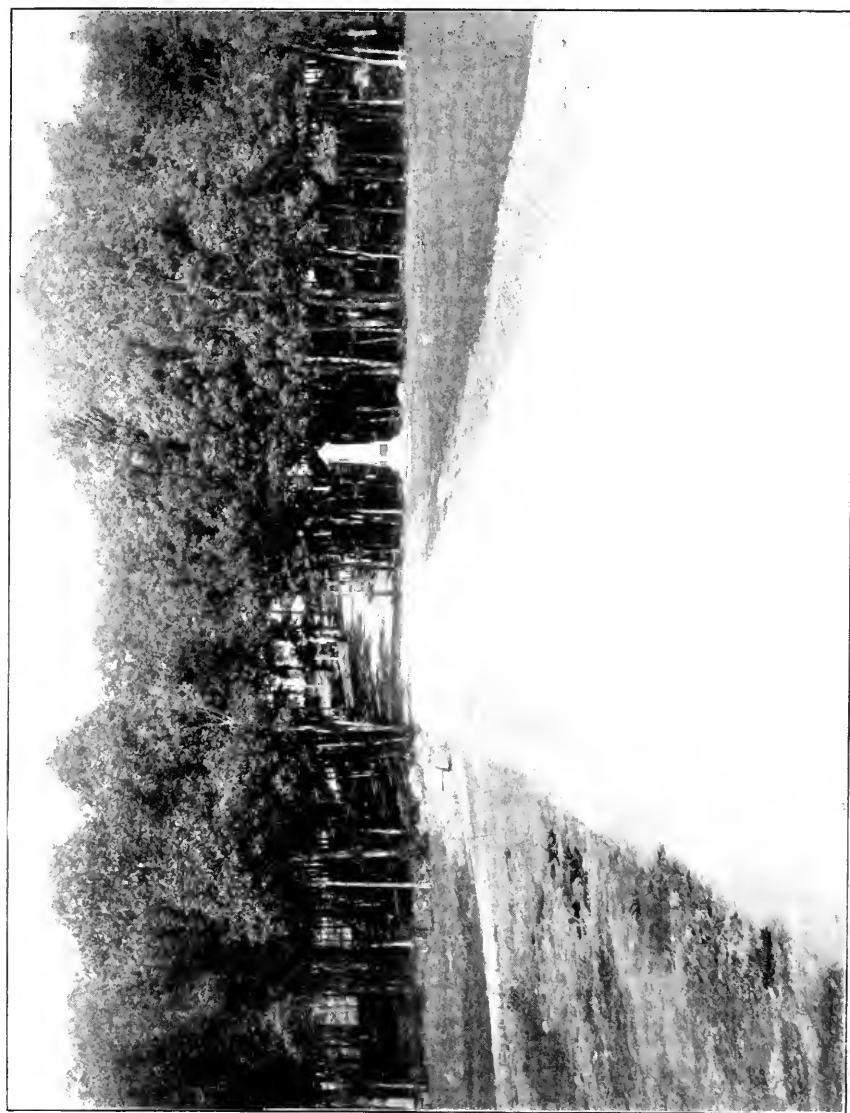
UNITED STATES AVENUE FROM TROSTLE HOUSE



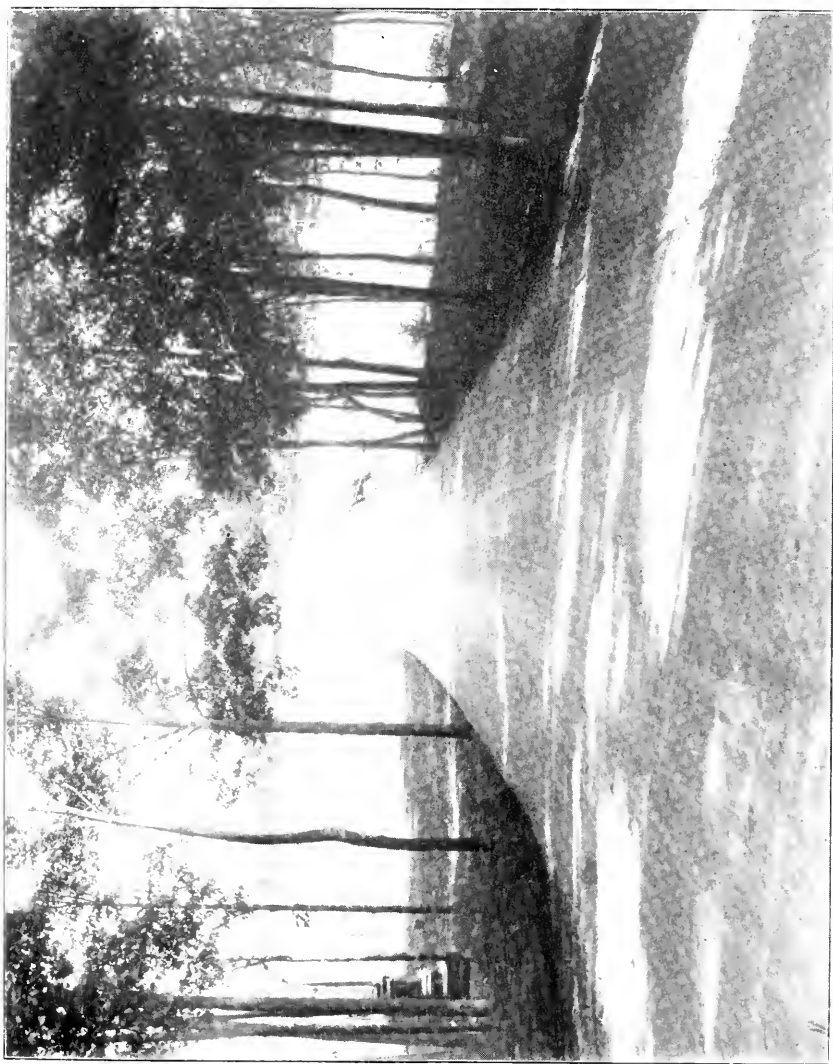
ENTRANCE TO SICKLES AVENUE EMMITSBURG ROAD



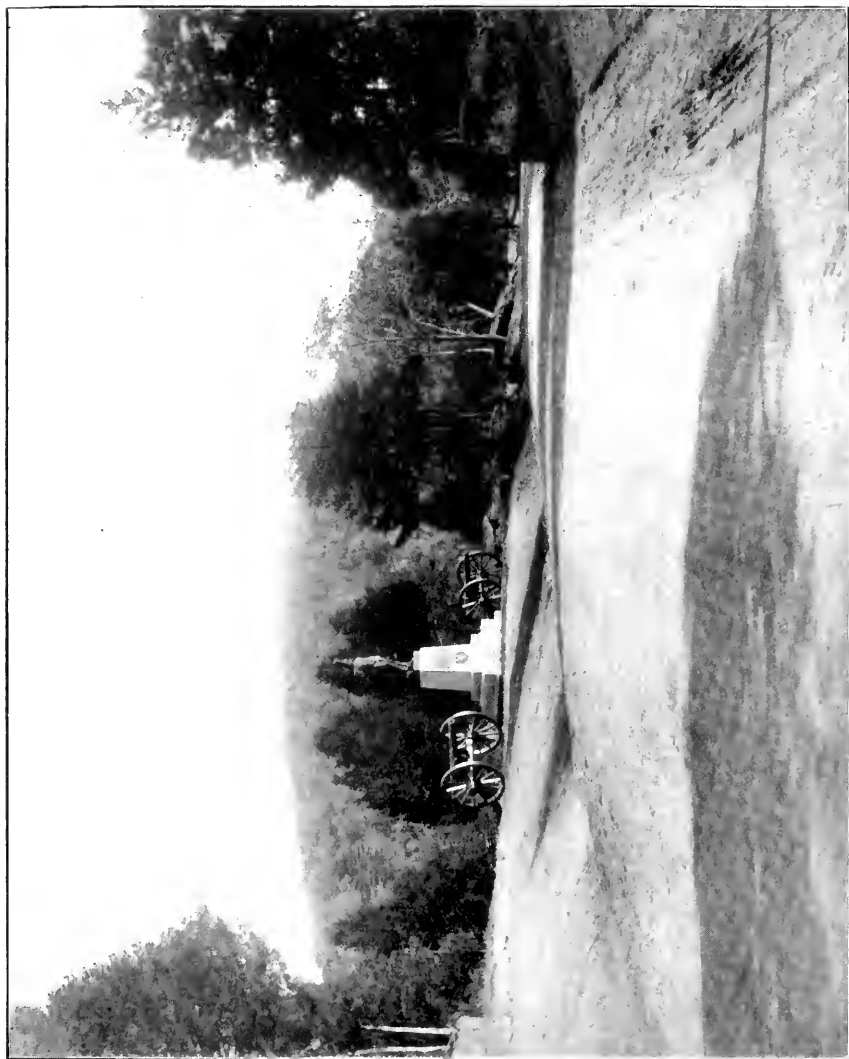
CROSSING OF UNITED STATES AND SICKLES AVENUES



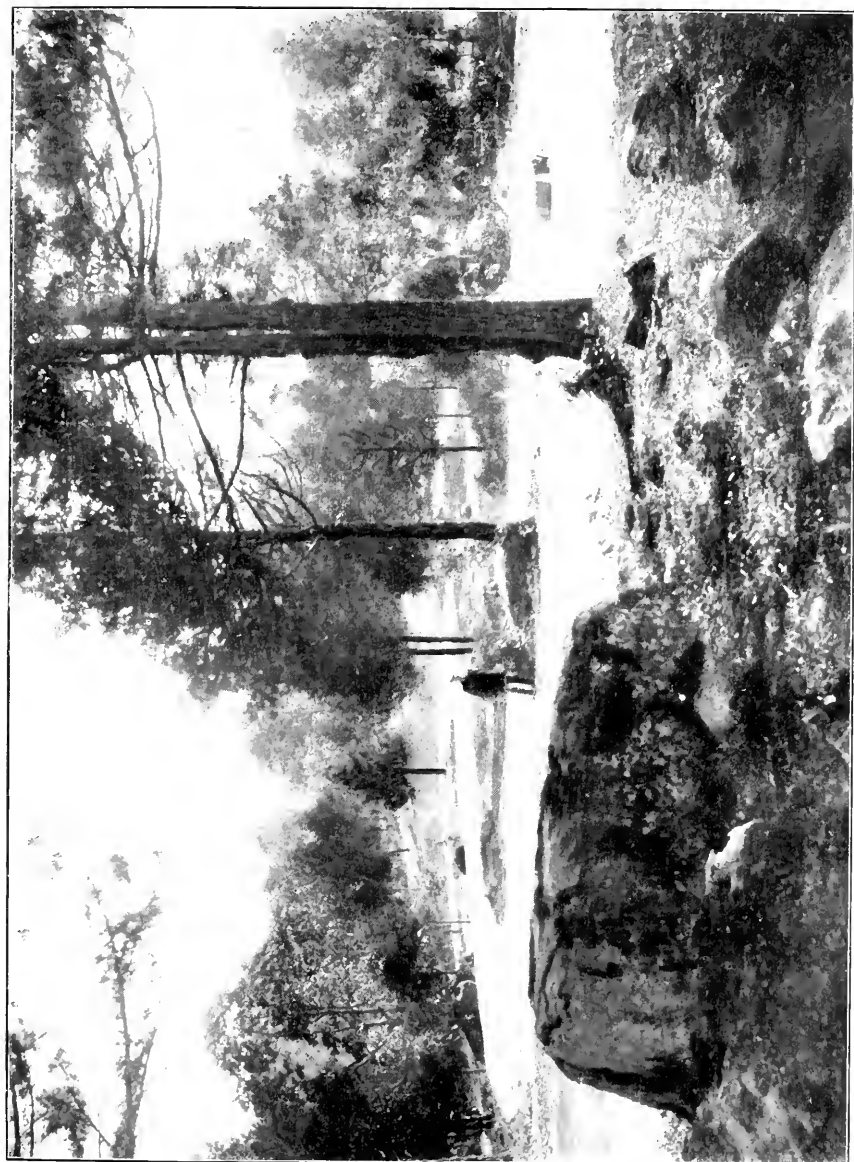
SICKLES AVENUE WOODS WEST OF WHEAT FIELD.



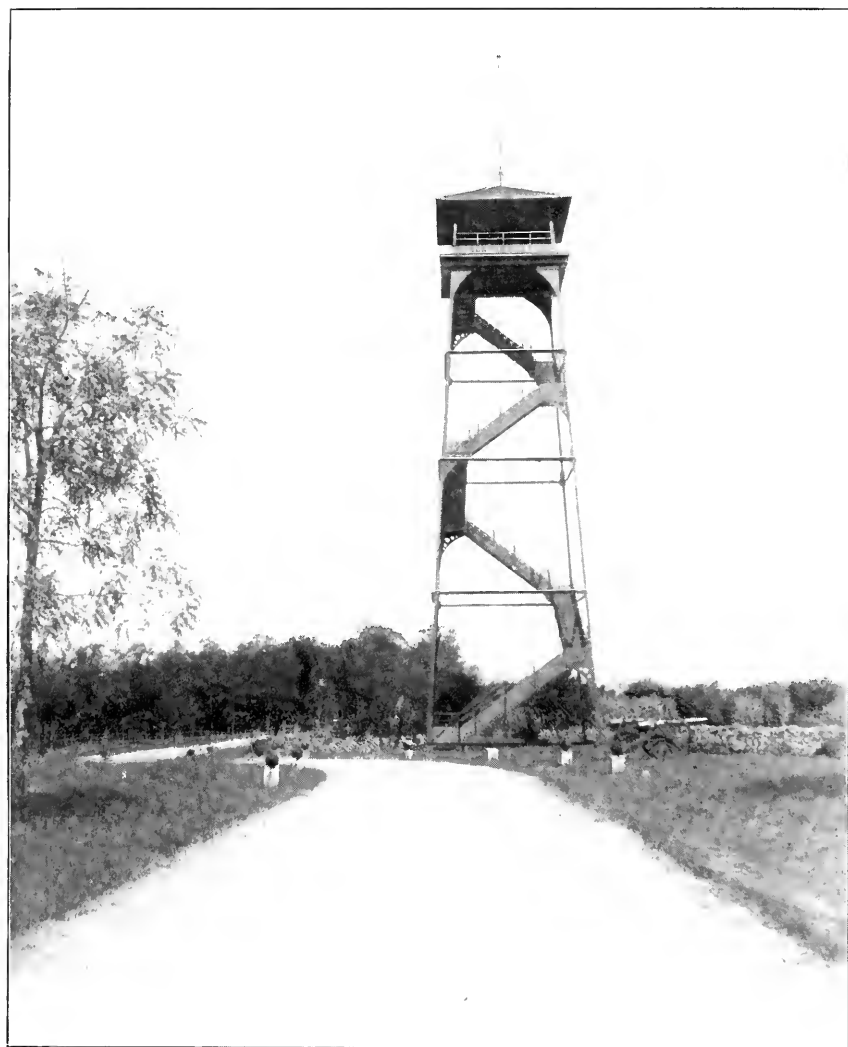
SICKLES AVENUE ACROSS WHEAT FIELD



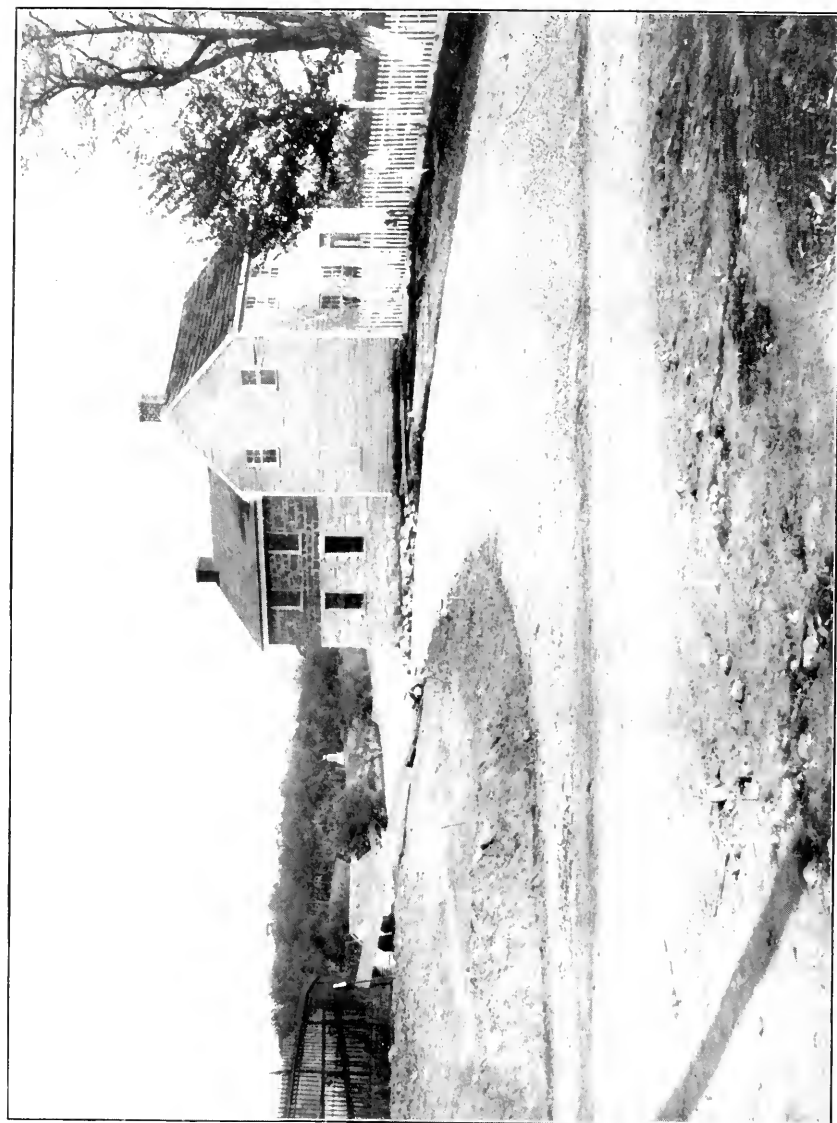
SICKLES AVENUE AT SMITH'S BATTERY FOURTH NEW YORK



HICKLES AVENUE WEST OF DEVILS DEN.



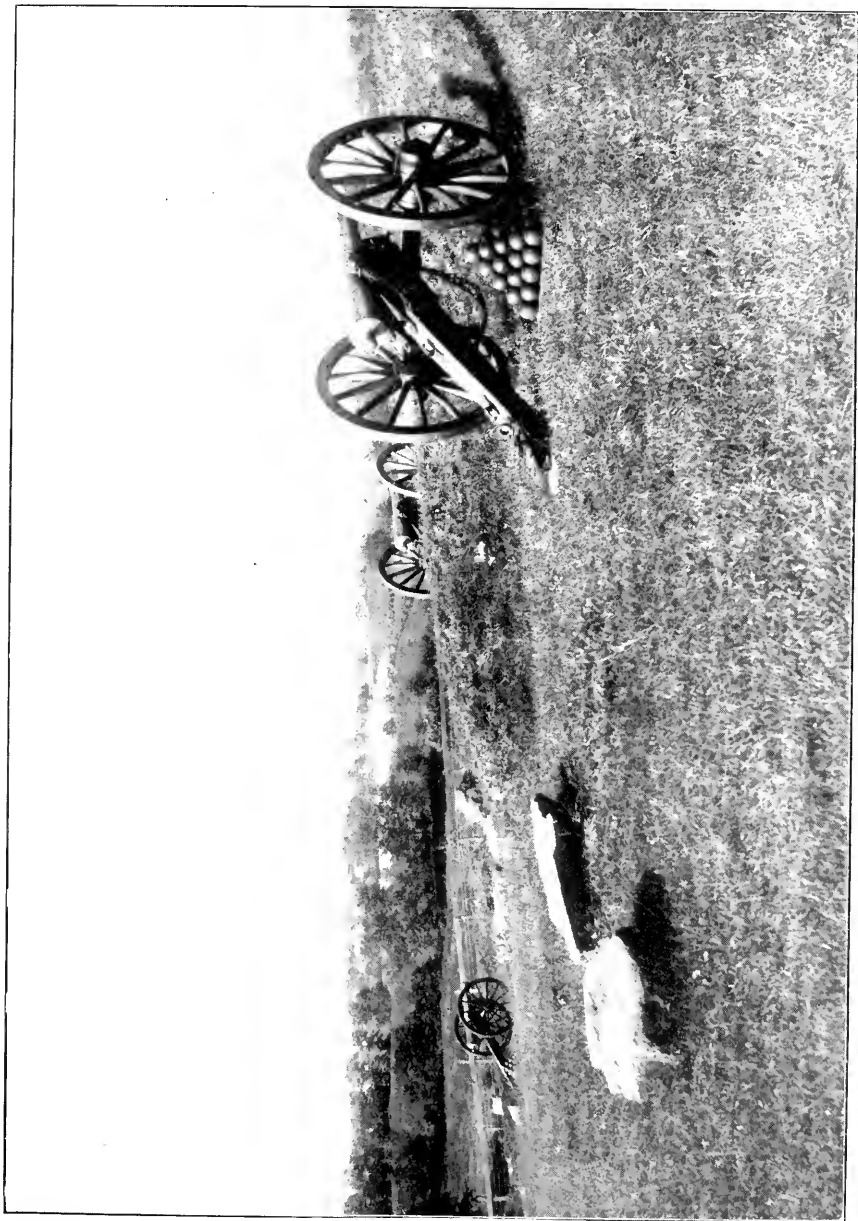
TOWER, CONFEDERATE AVENUE SECTION 4



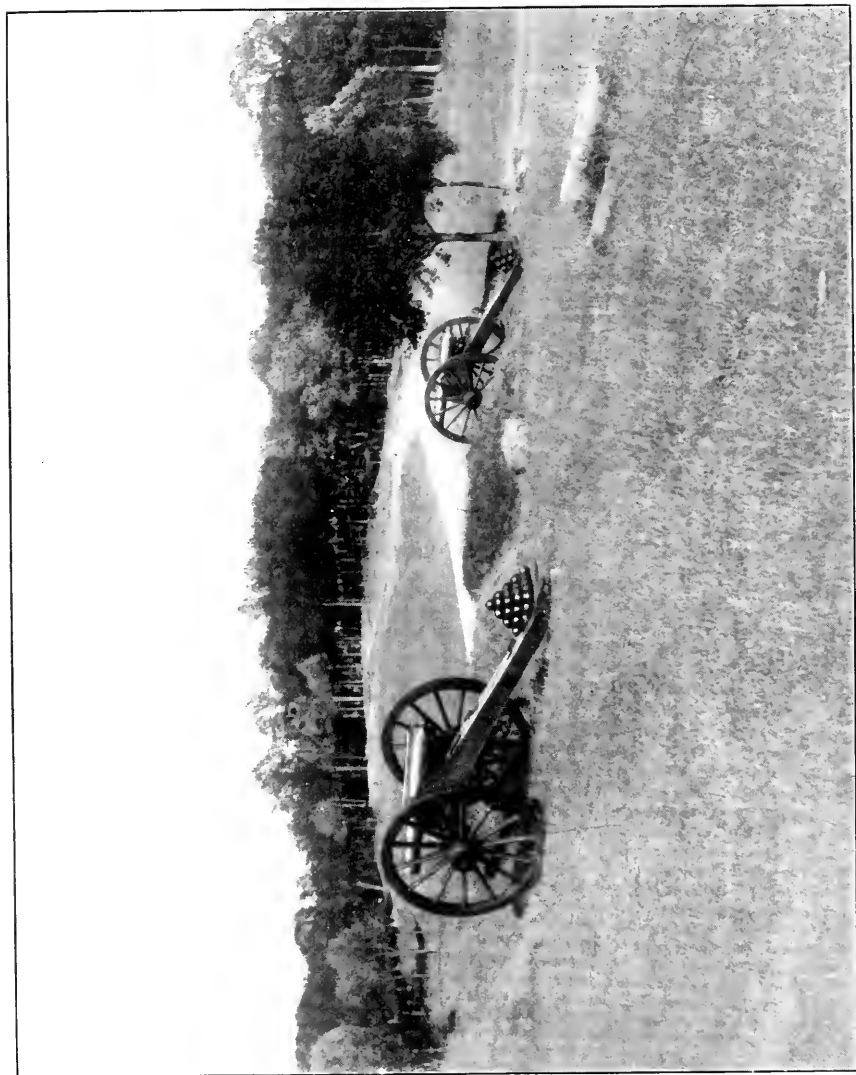
ENTRANCE TO SLOCUM AVENUE



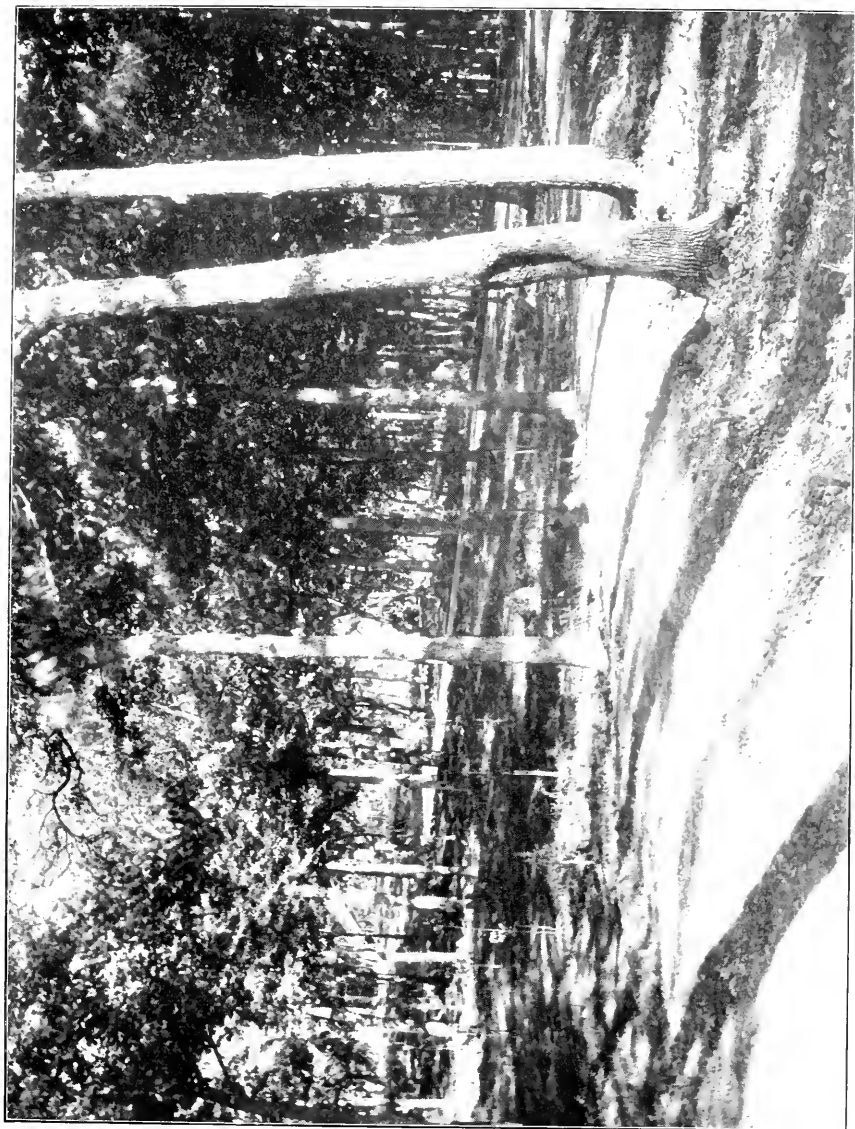
SLOCUM AVENUE, STE/ENS'S KNOLL



STEVENS'S BATTERY E. FIFTH MAINE LIGHT ARTILLERY SLOCUM AVENUE.



SLOCUM AVENUE, SECTION OF STEVENS'S FIFTH MAINE BATTERY



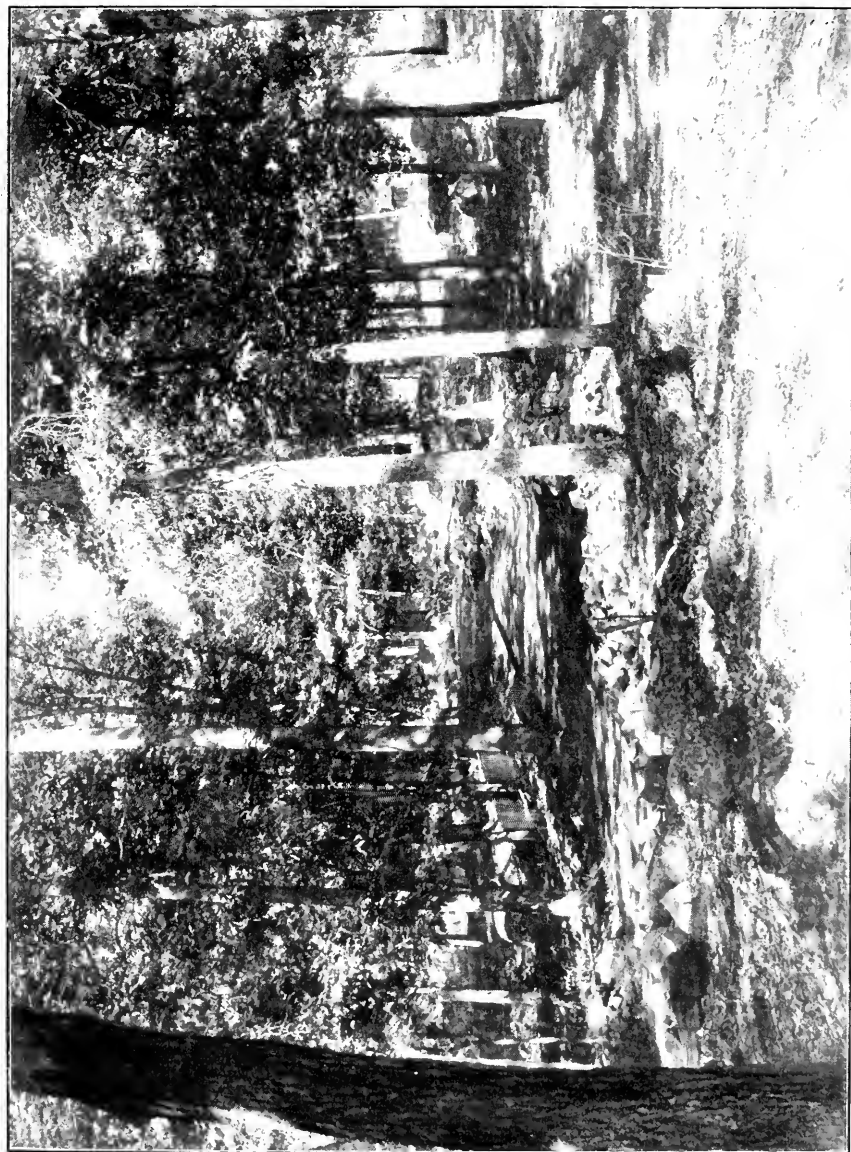
SLOCUM AVENUE AT ENTRANCE TO WOODS, CULP'S HILL.



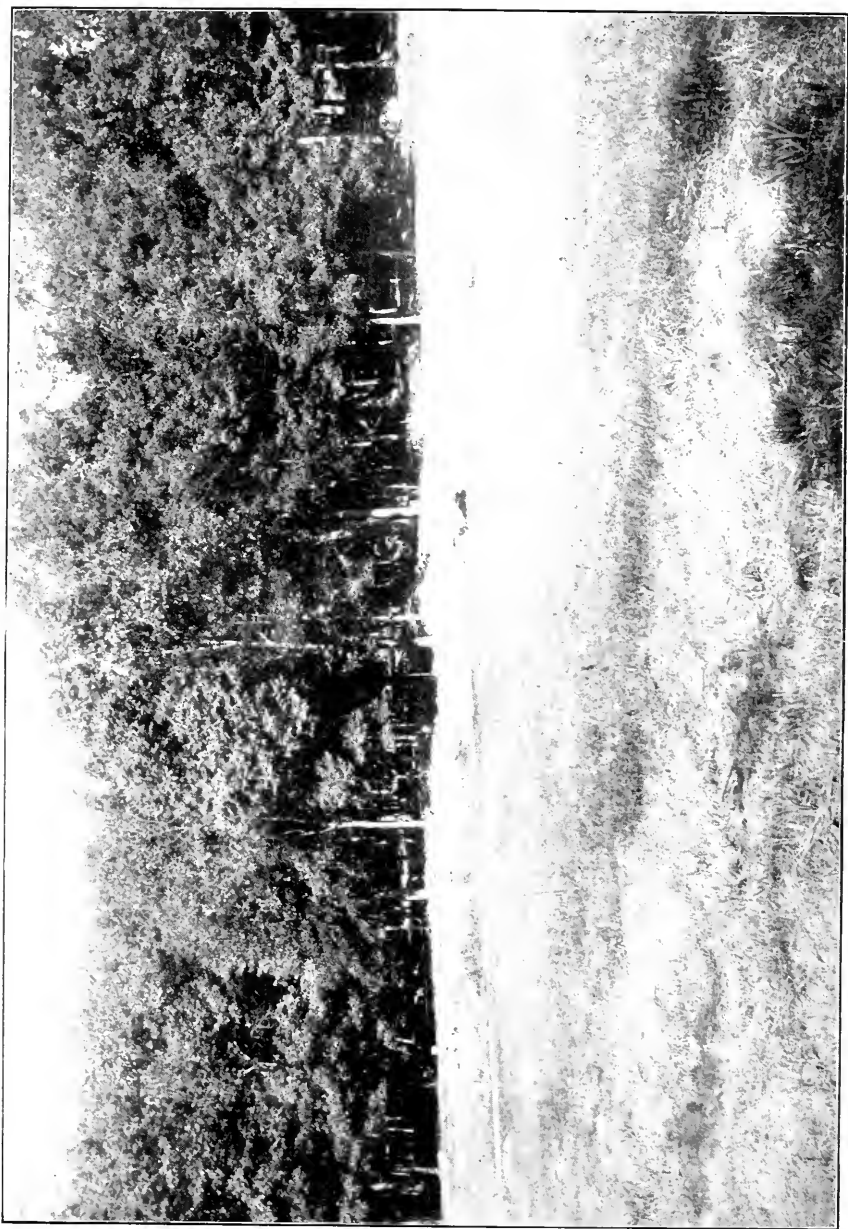
TOWER AND KNAP'S BATTERY, BATTERY E, PENNSYLVANIA LIGHT ARTILLERY
SUMMIT OF CULP'S HILL.



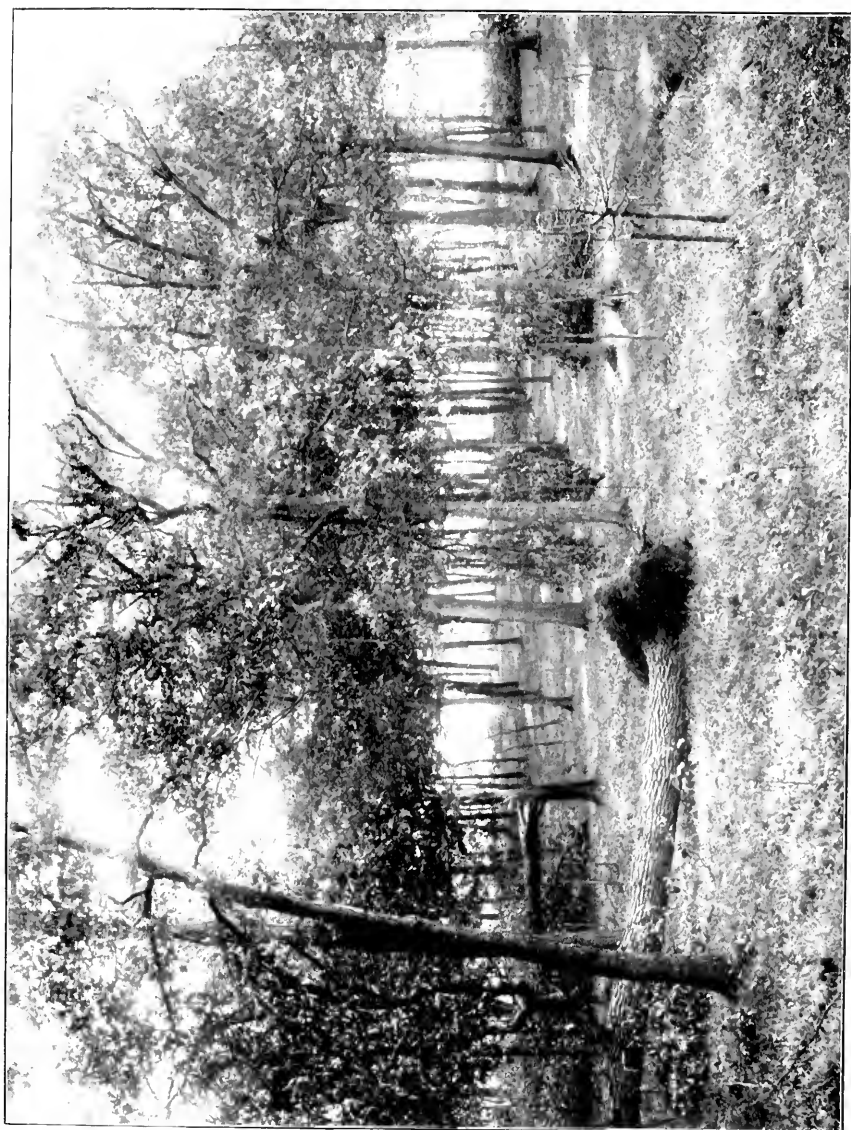
SLOCUM AVENUE GRADED ROAD(BE)

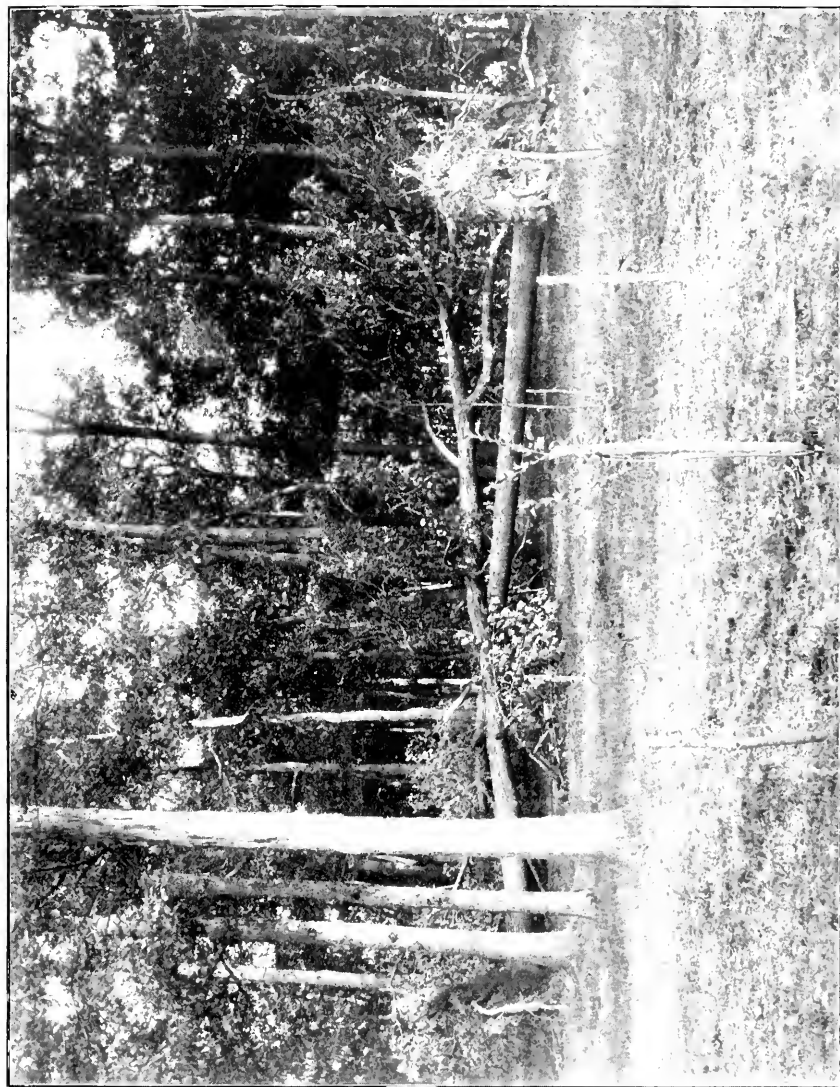


SLOCUM AVENUE GRADED ROADBED

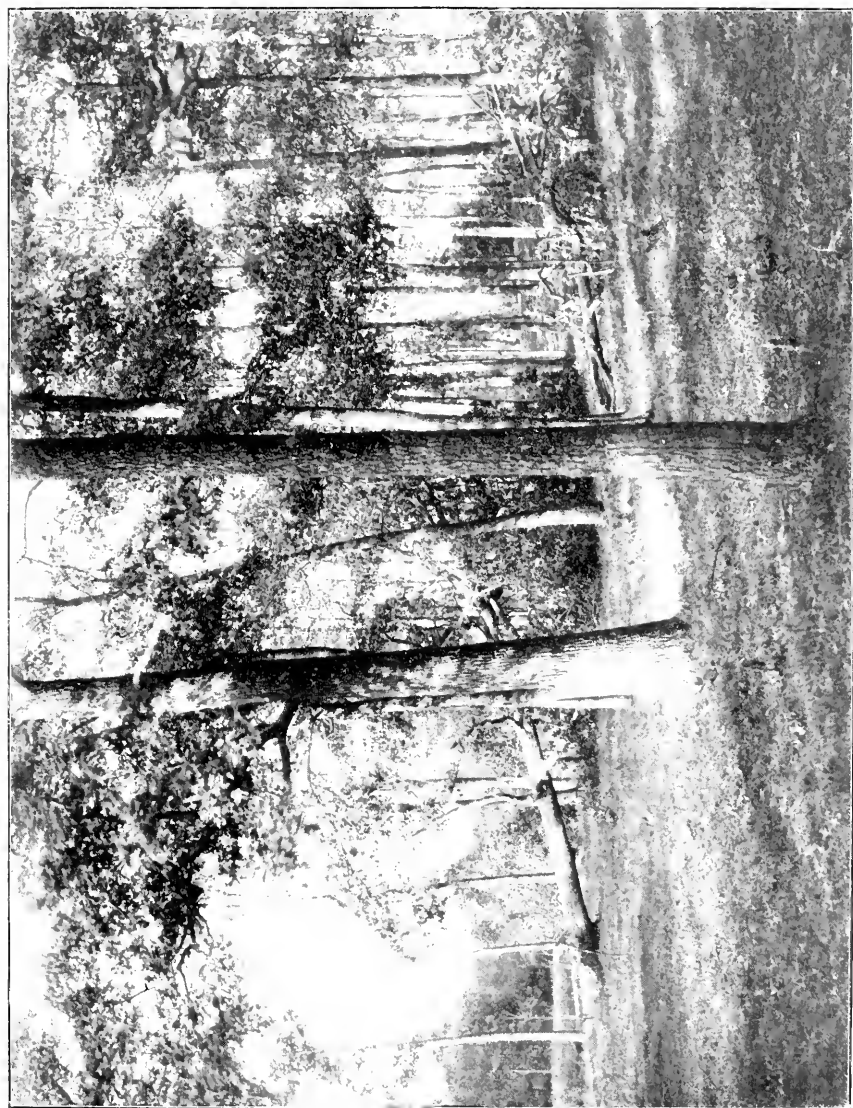


TERMINUS OF LOCUM AVENUE, NEAR SPAN ALER SPRING

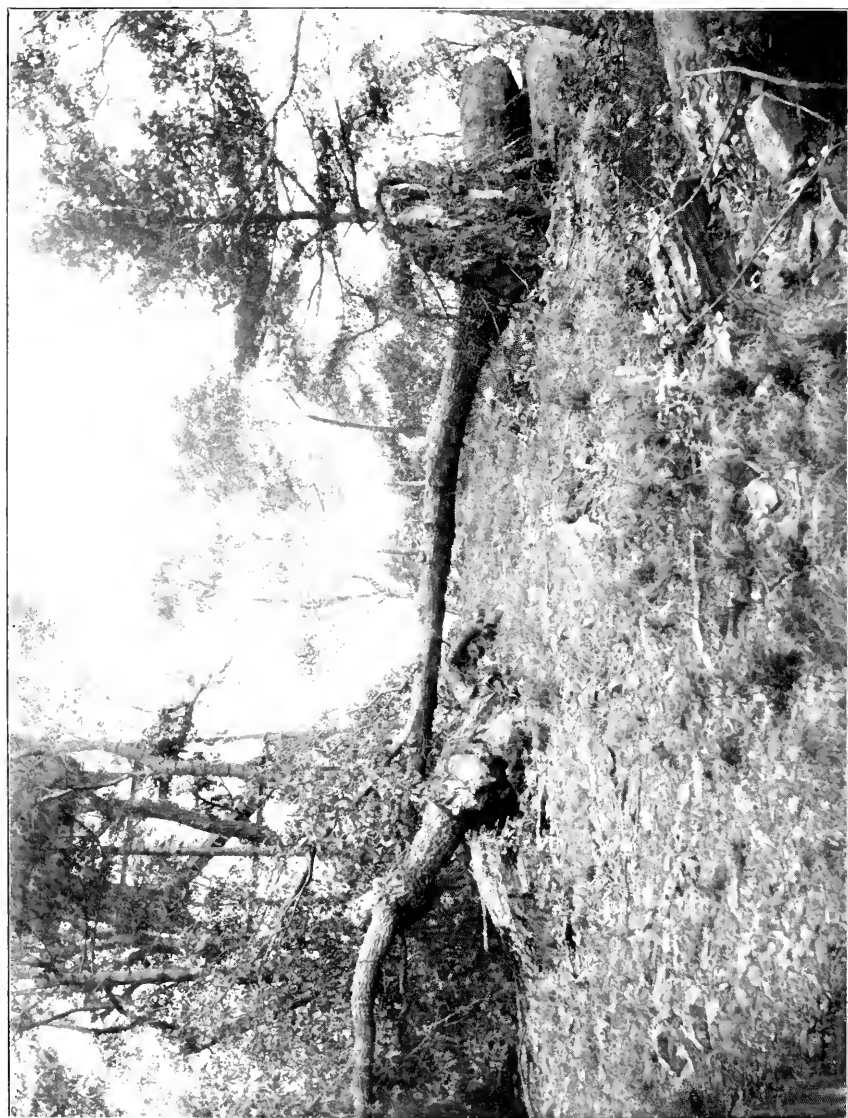




REYNOLDS GROVE AFTER STORM OF SEPTEMBER 1934



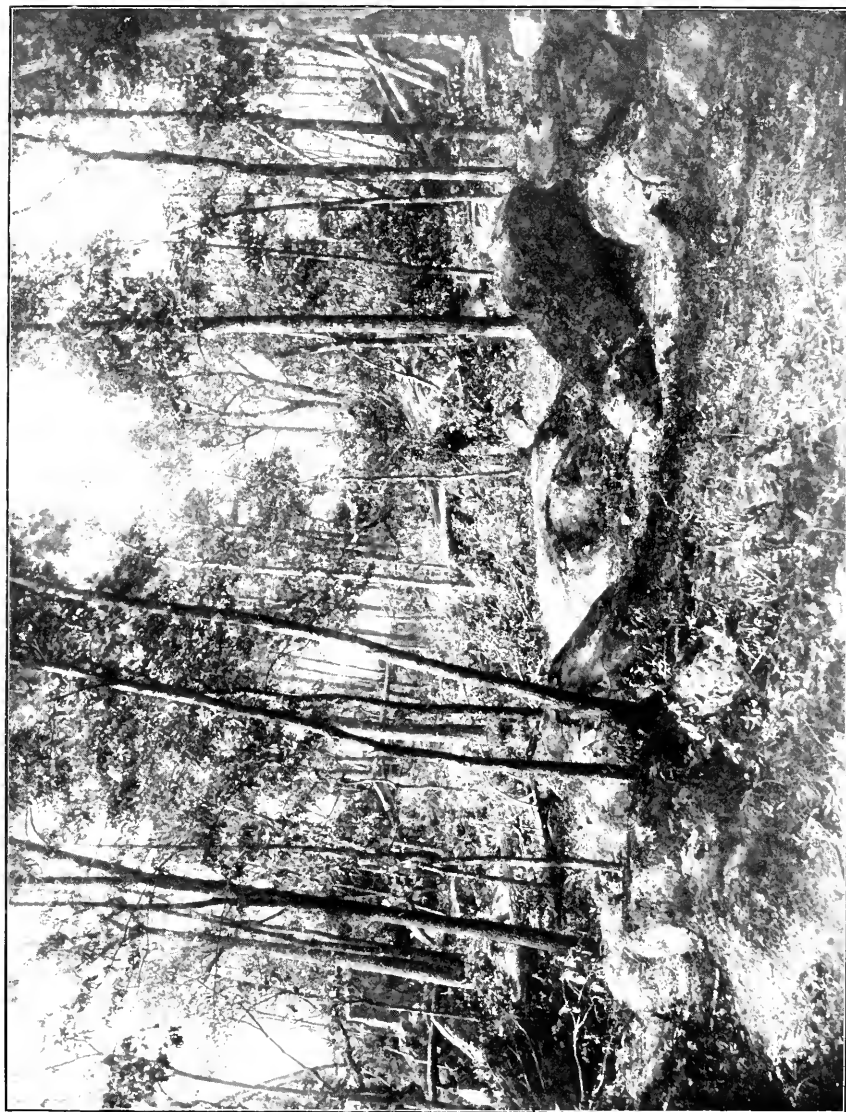
PERKINS GROVE AFTER STORM OF SEPTEMBER 28



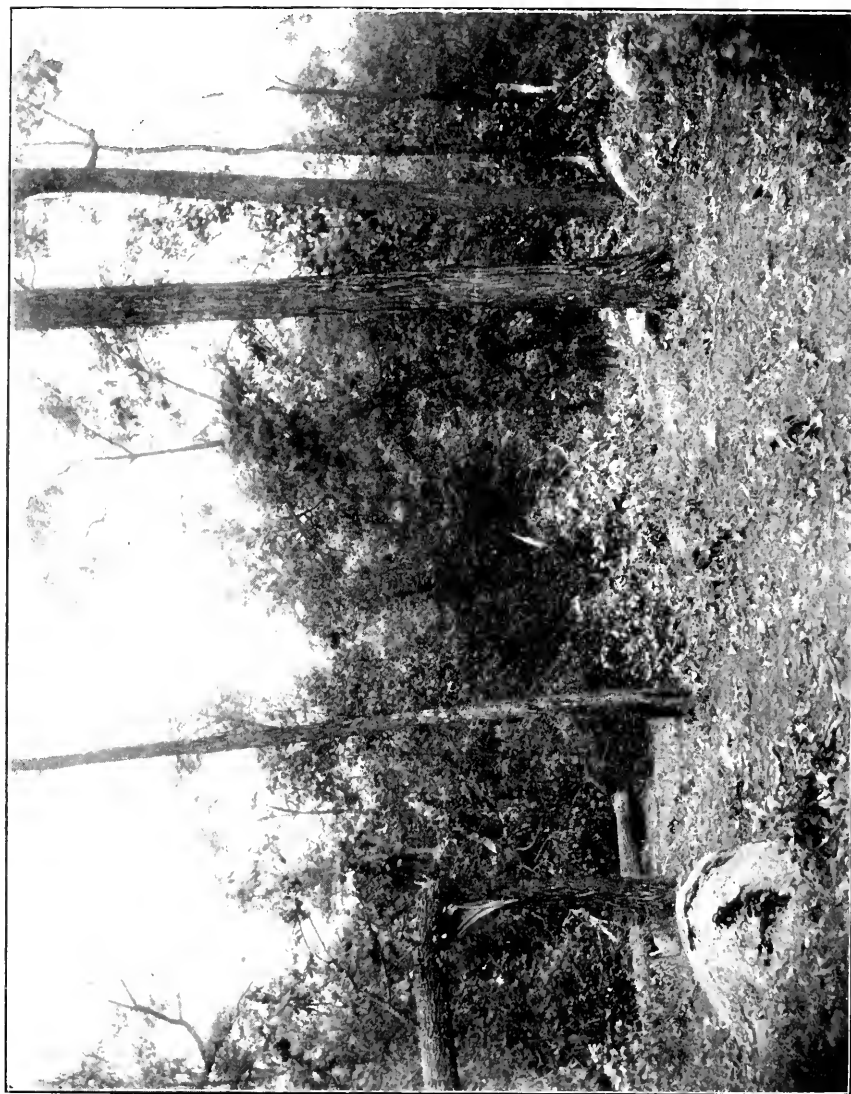
BIG ROUND TOP NEAR TOWER, AFTER STORM OF SEPTEMBER 1894



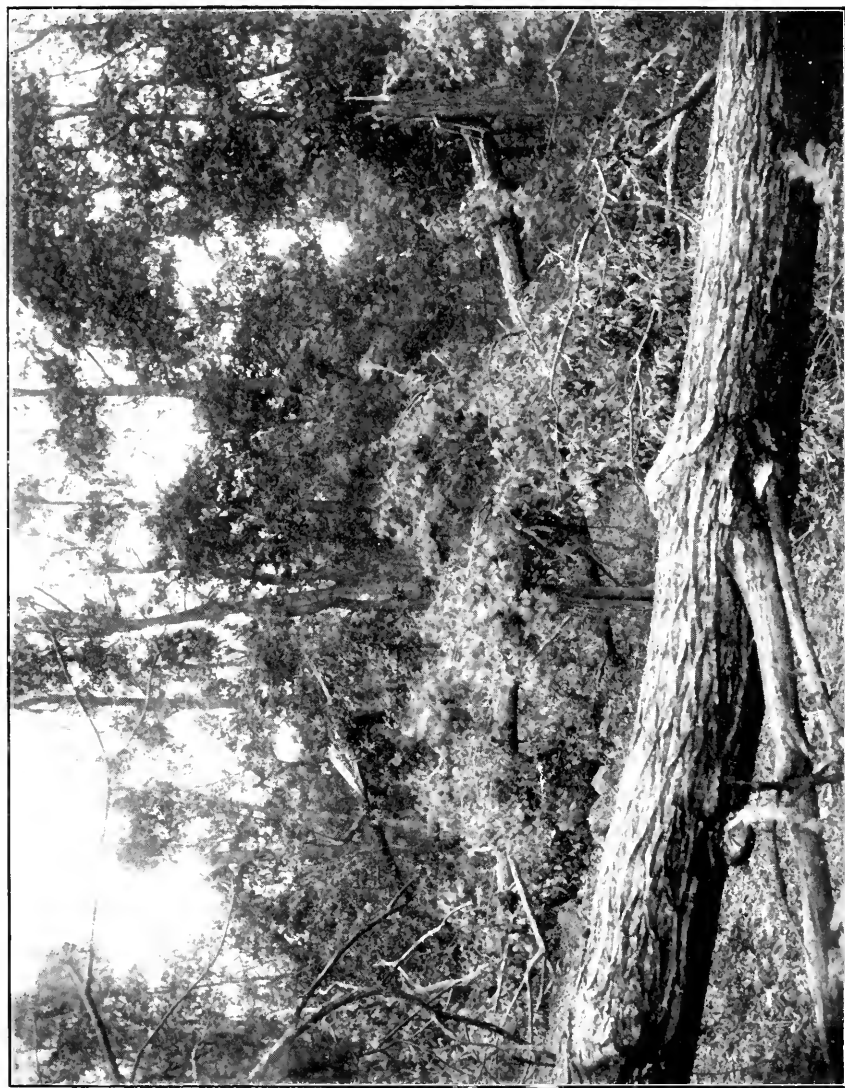
BIG ROUND TOP AFTER STORM OF SEPTEMBER 30, 1896



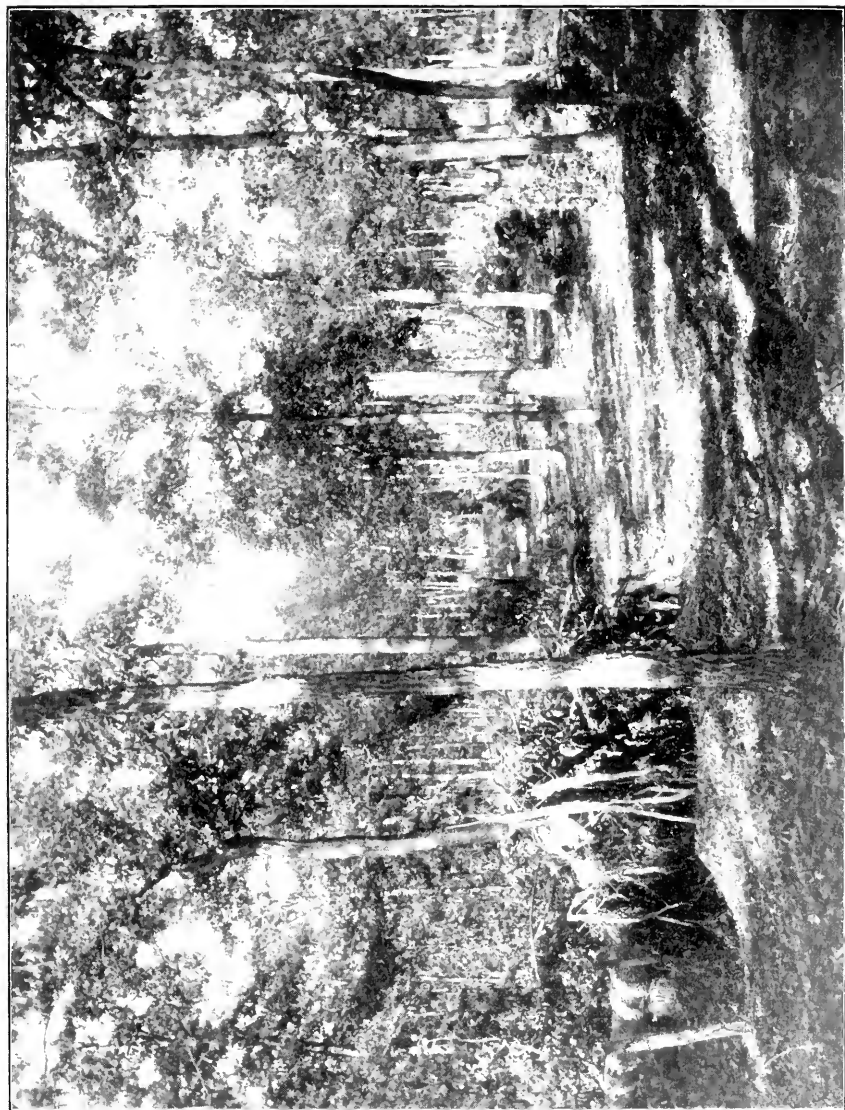
Big Round Top After Storm of September 11, 1926



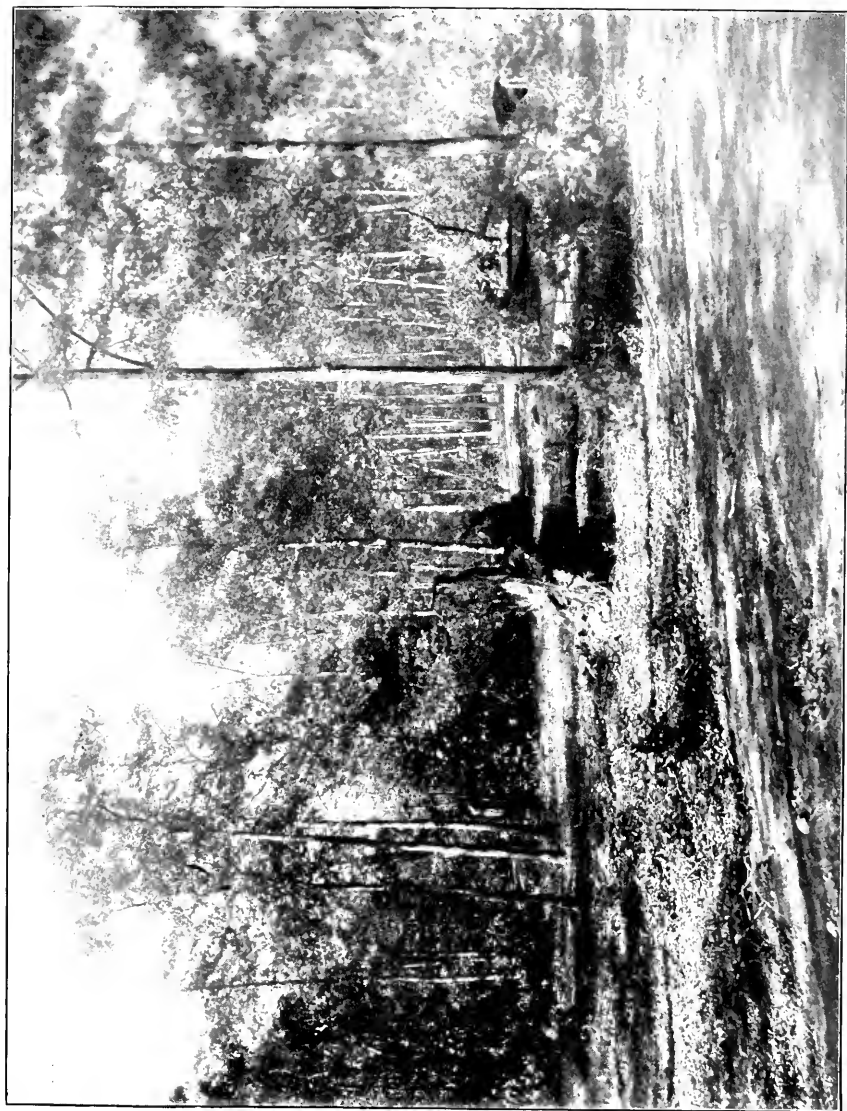
LITTLE ROUND TOP AFTER STORM OF SEPTEMBER 1 1892



LITTLE ROUND TOP AFTER STORM OF SEPTEMBER 20, 1896.



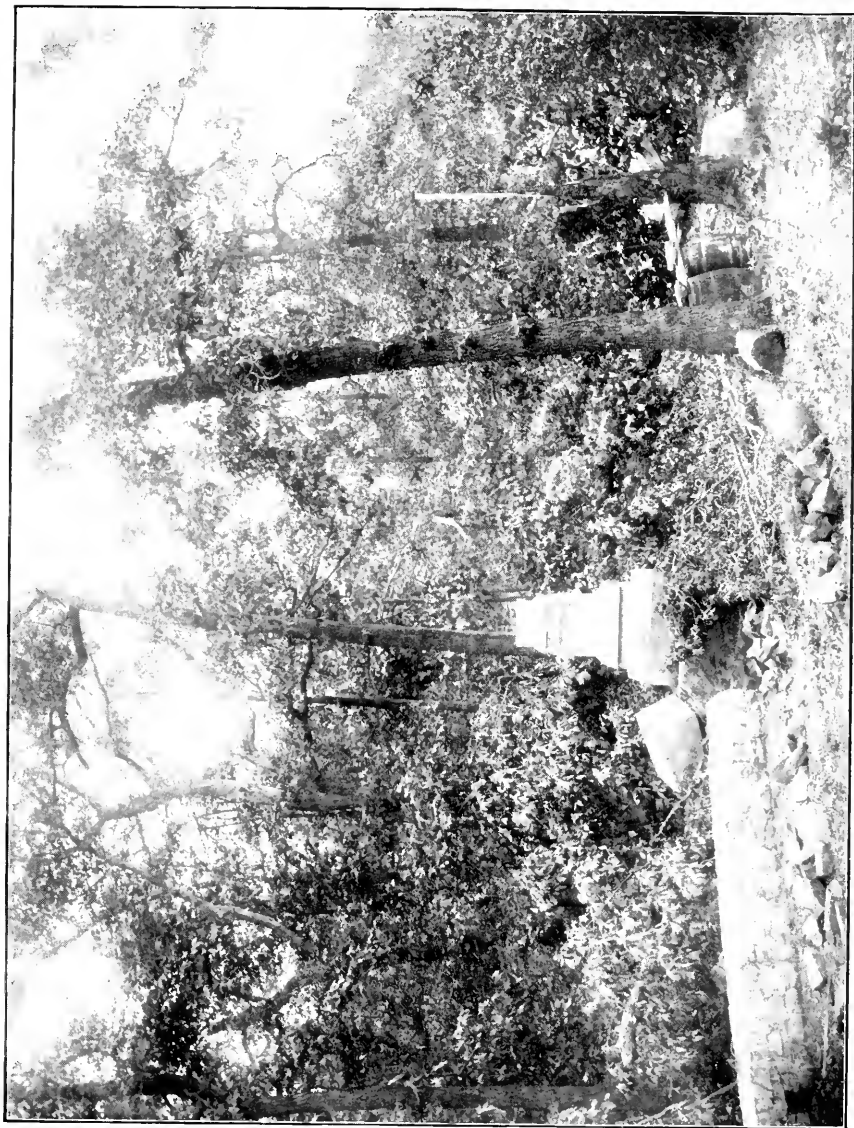
GROVE SOUTH OF WHEAT FIELD AFTER SEPTEMBER 3, 1996



GROVE SOUTH OF WHEAT FIELD AFTER STORM OF SEPTEMBER 30, 1897.



CULP HILL NEAR SEVENTY EIGHTH AND ONE HUNDRED AND SECOND NEAR YORK MONUMENT AFTER STORY
SEPTEMBER 10 1940



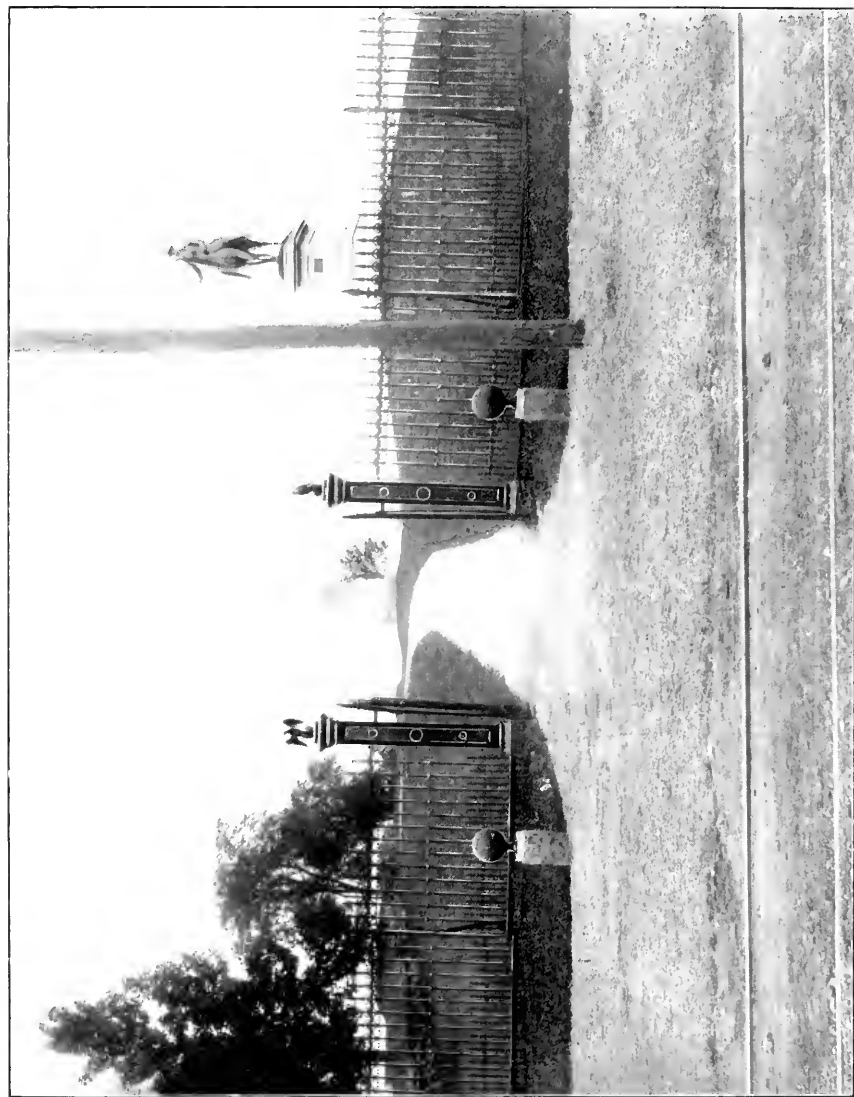
CULP'S HILL SIXTY-SIXTH OHIO MONUMENT AFTER STORM SEPTEMBER 1, 1896



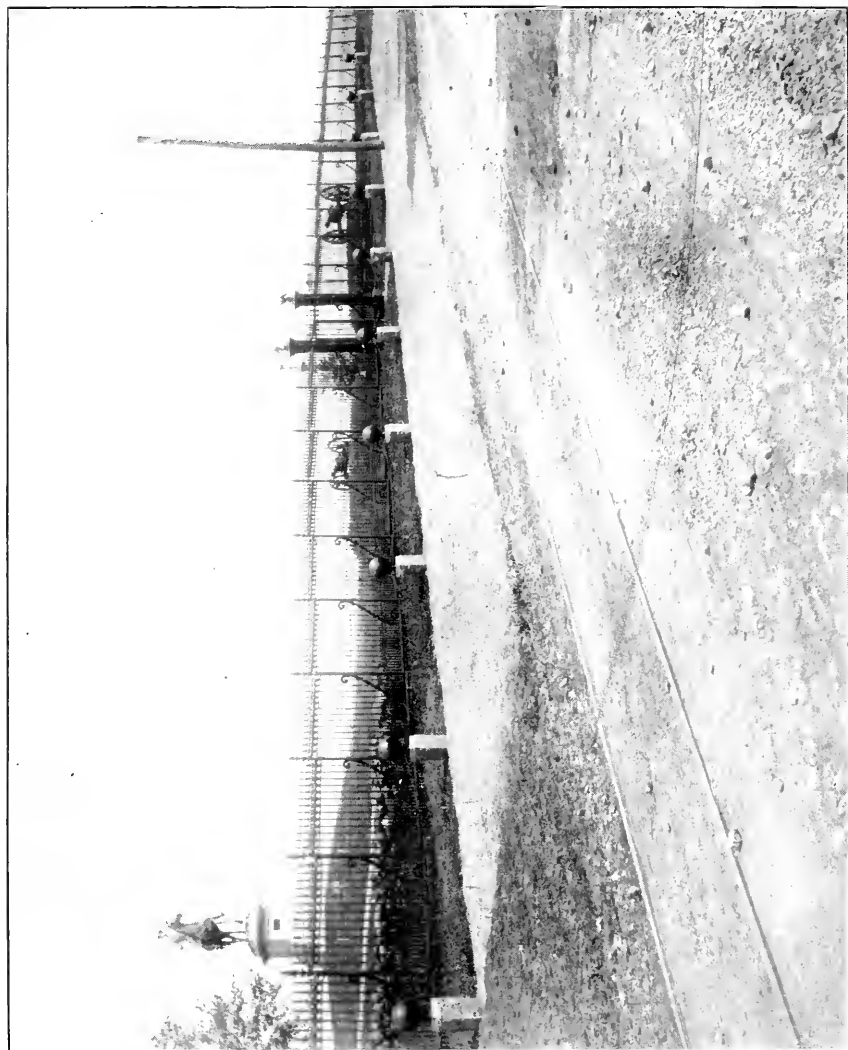
TULIP'S HILL, NEAR KNAPS BATTERY, AFTER STORM, SEPTEMBER 3, 1897.



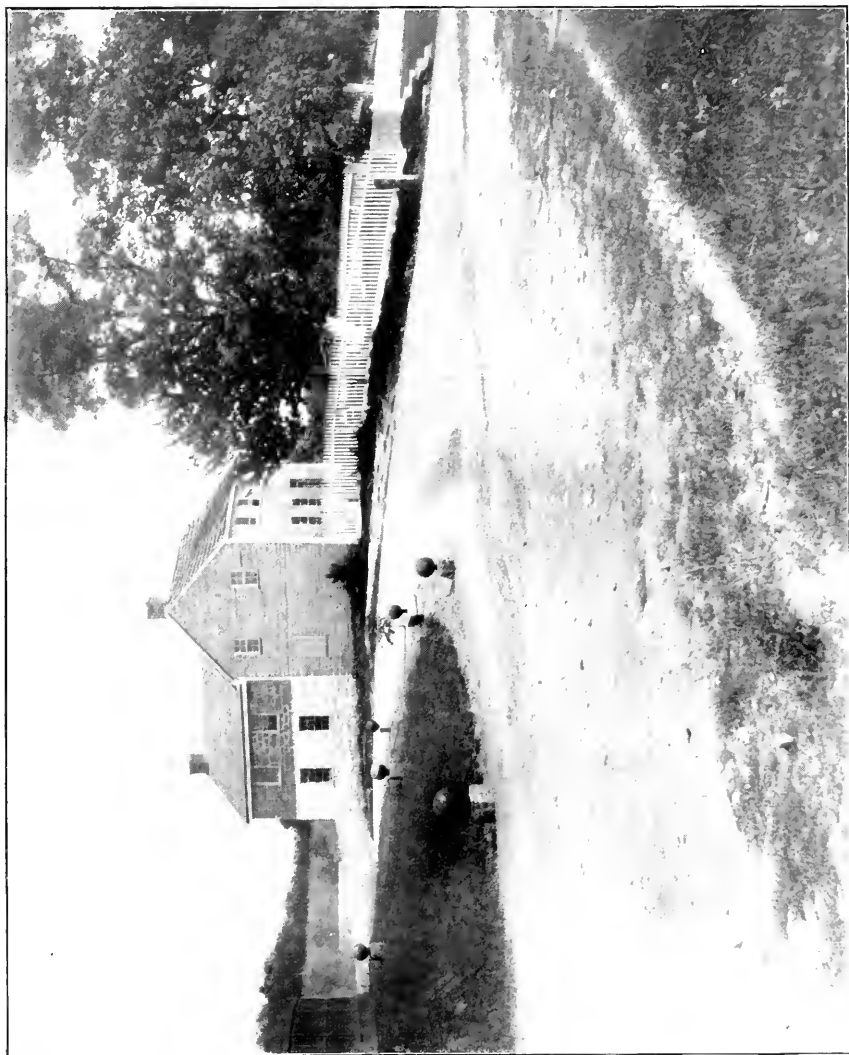
11.1 H. 11.1 - AFTER STORM SEPTEMBER 1-3



ENTRANCE TO EAST CEMETERY HILL SHOWING GENERAL HANCOCK'S STATUE AND WALK

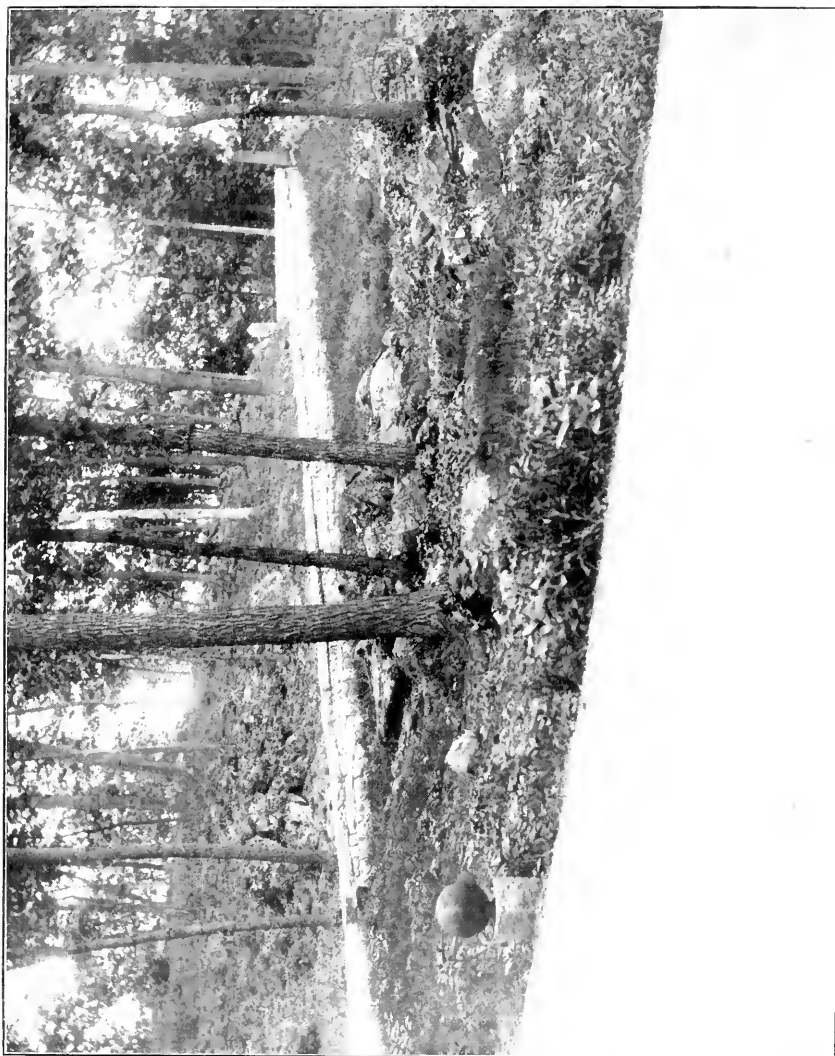


PAVING IN FRONT OF EAST CEMETERY HILL



ENTRANCE TO SLOCUM AVENUE





RETAINING WALL ALONG SLOCUM AVENUE.



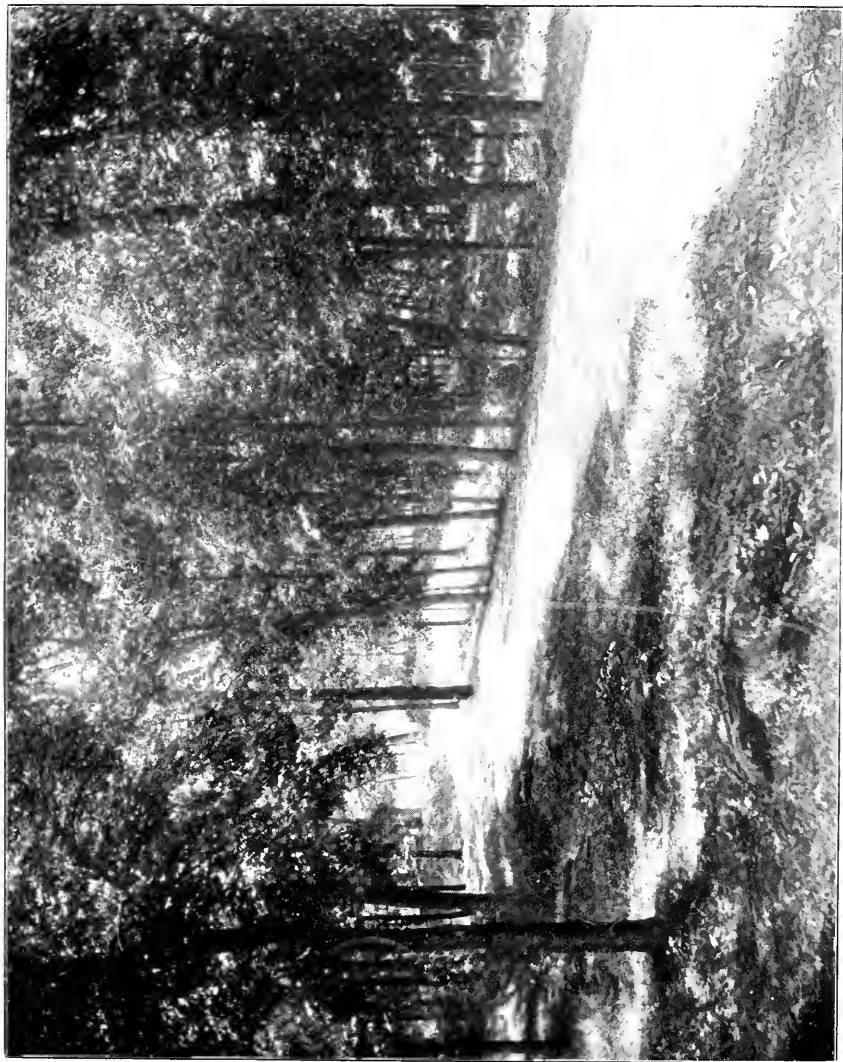
RETAINING WALL ALONG SLOCUM AVENUE, FROM ONE HUNDRED AND FIFTIETH NEW YORK MONUMENT



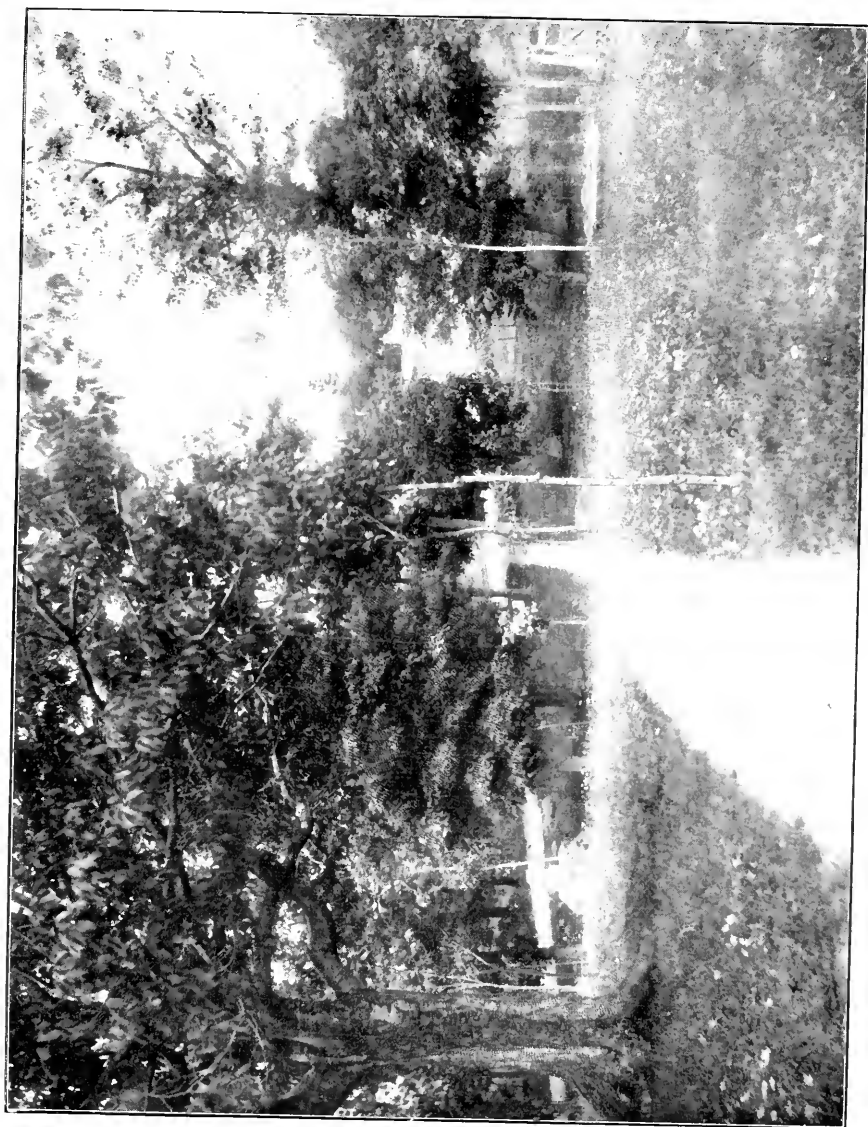
SLOTTUM AVENUE FROM SECOND MARYLAND, C. S. A MONUMENT



LOCUM AVENUE, NORTH FROM ONE HUNDRED AND TWENTY-THIRD NEW YORK MONUMENT



SLOCUM AVENUE SOUTH FROM ONE HUNDRED AND TWENTY THIRD NEW YORK MONUMENT



THE WALK THROUGH ZEIGLER'S GROVE LOOKING NORTH.



THE WALK THROUGH ZEISLER'S GROVE SHOWING BUTLER'S SECOND UNITED STATES BATTERY G





SEDGWICK AVENUE NORTH



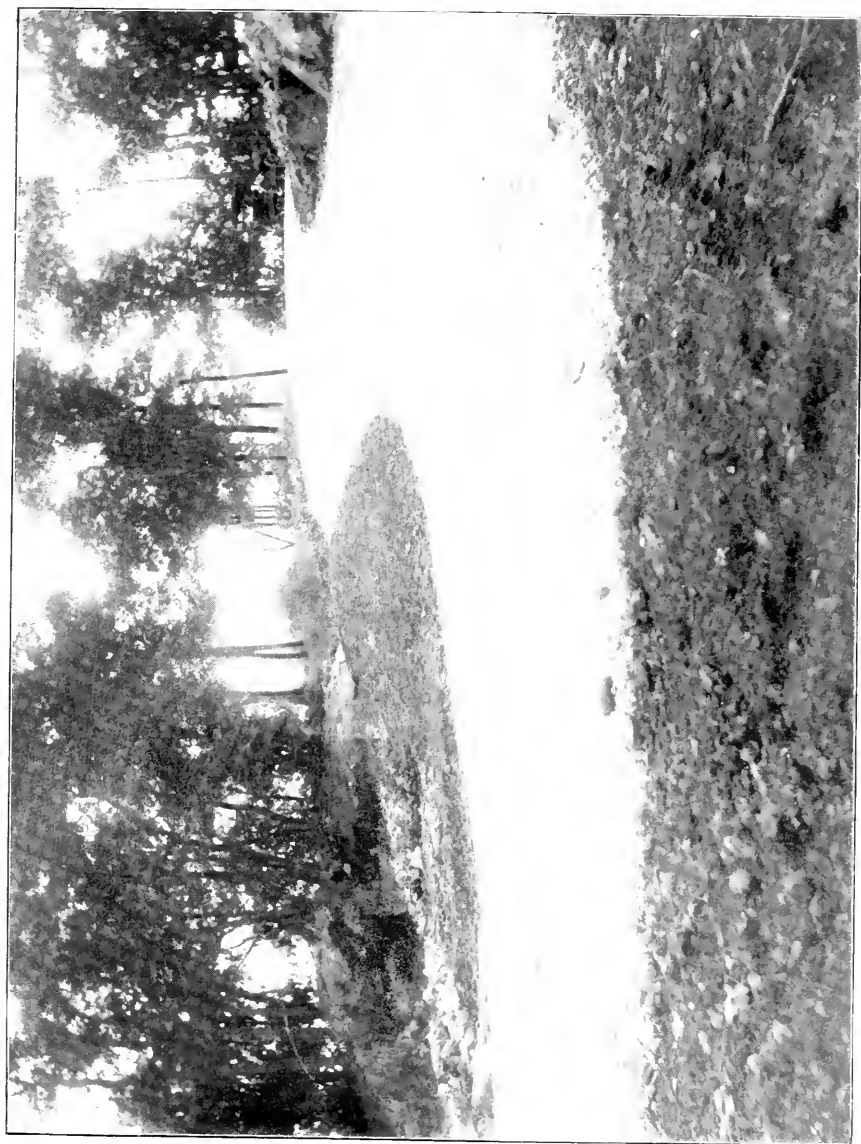
SEGWICK AVENUE NORTH FROM WHEAT FIELD ROAD



LAKE AVENUE NORTH SIDE LITTLE ROUND TOP



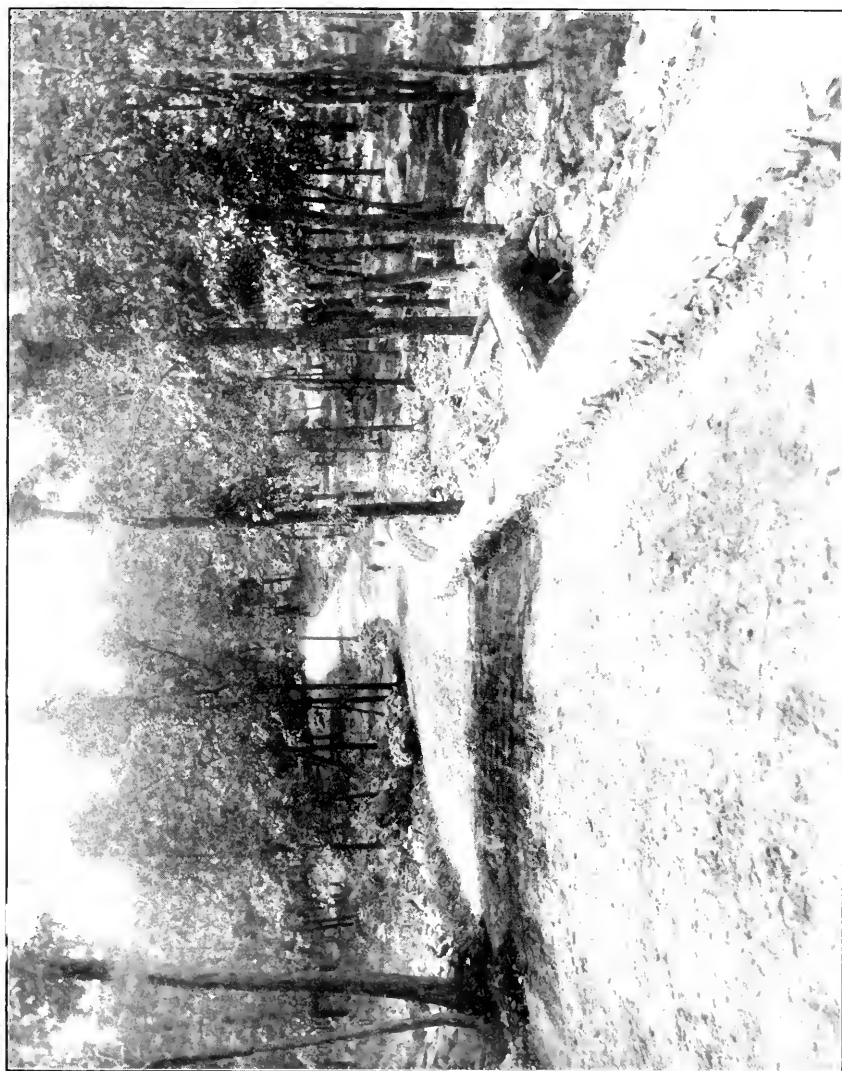
RETAINING WALL ALONG SYKES AVENUE NORTH SIDE LITTLE ROUND TOP



SYKES AVENUE SUMMIT LITTLE ROUND TOP



SYKES AVENUE, SUMMIT LITTLE ROUND TOP



SYKES AVENUE GRADED ROADBED SOUTH ALONG RETAINING WALL



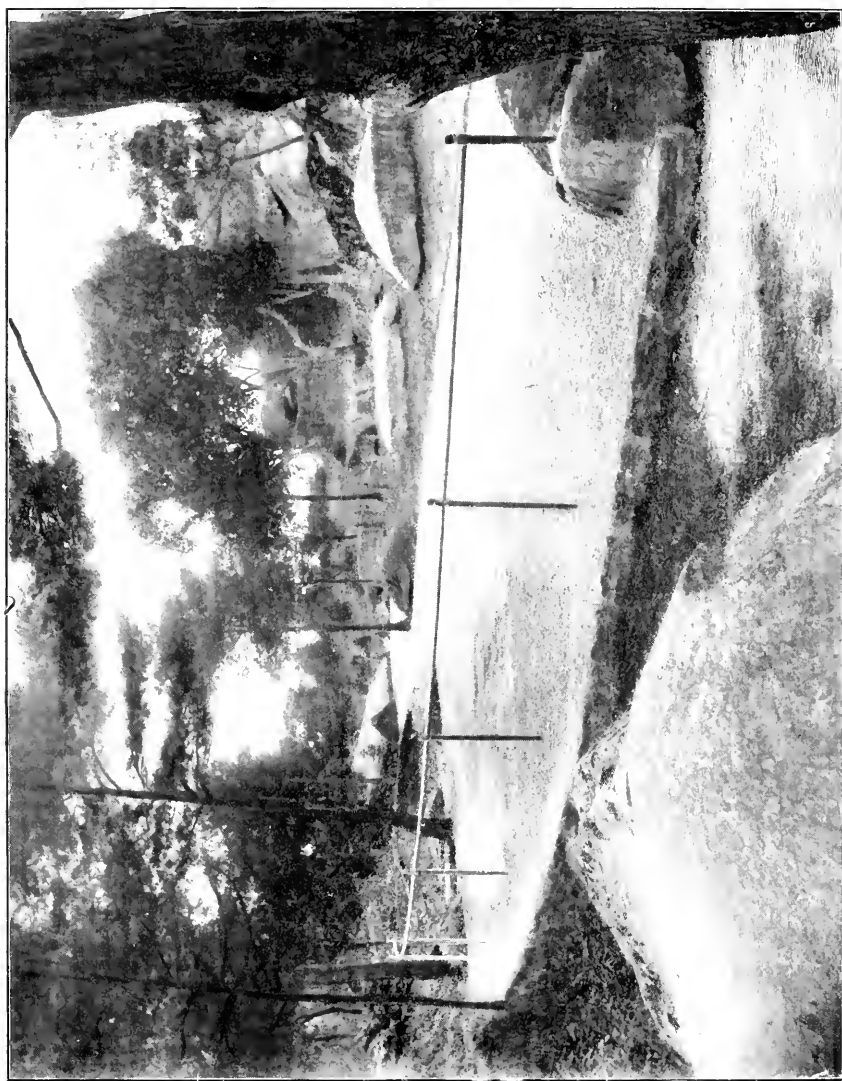
BUILDING RETAINING WALL SOUTH SIDE LITTLE ROUND TOP



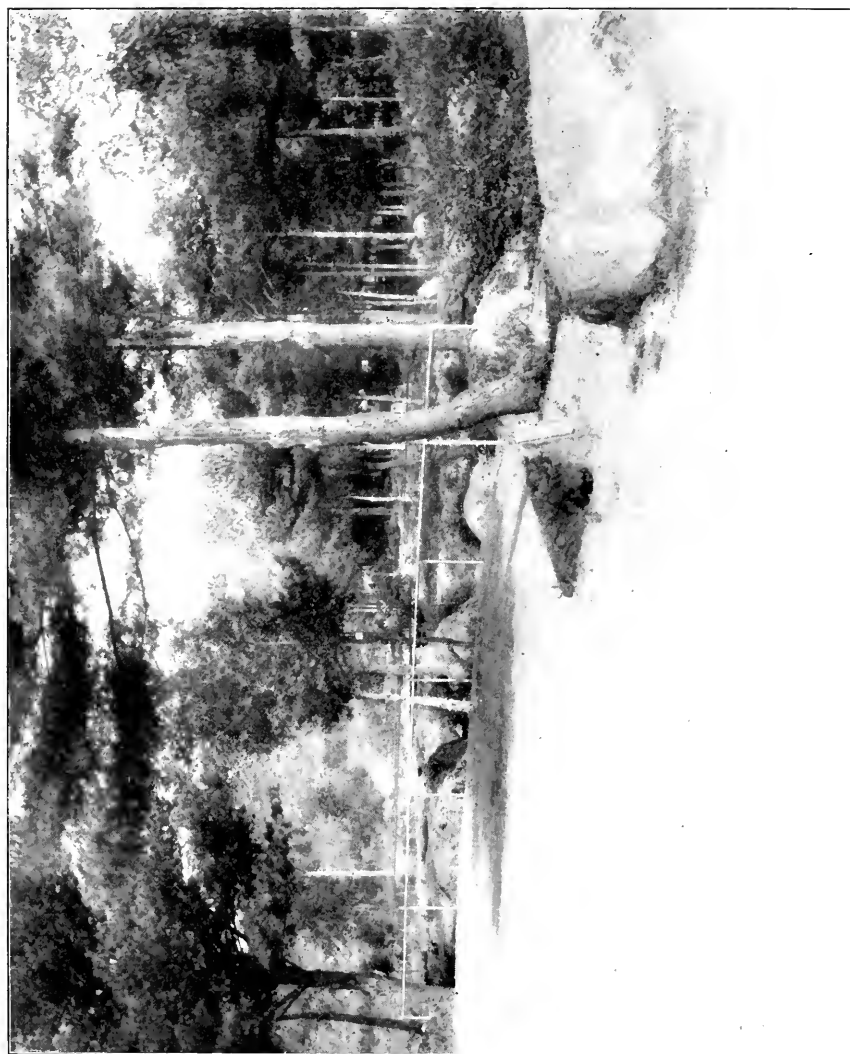
ROUND TOPS BETWEEN SIKES AVENUE



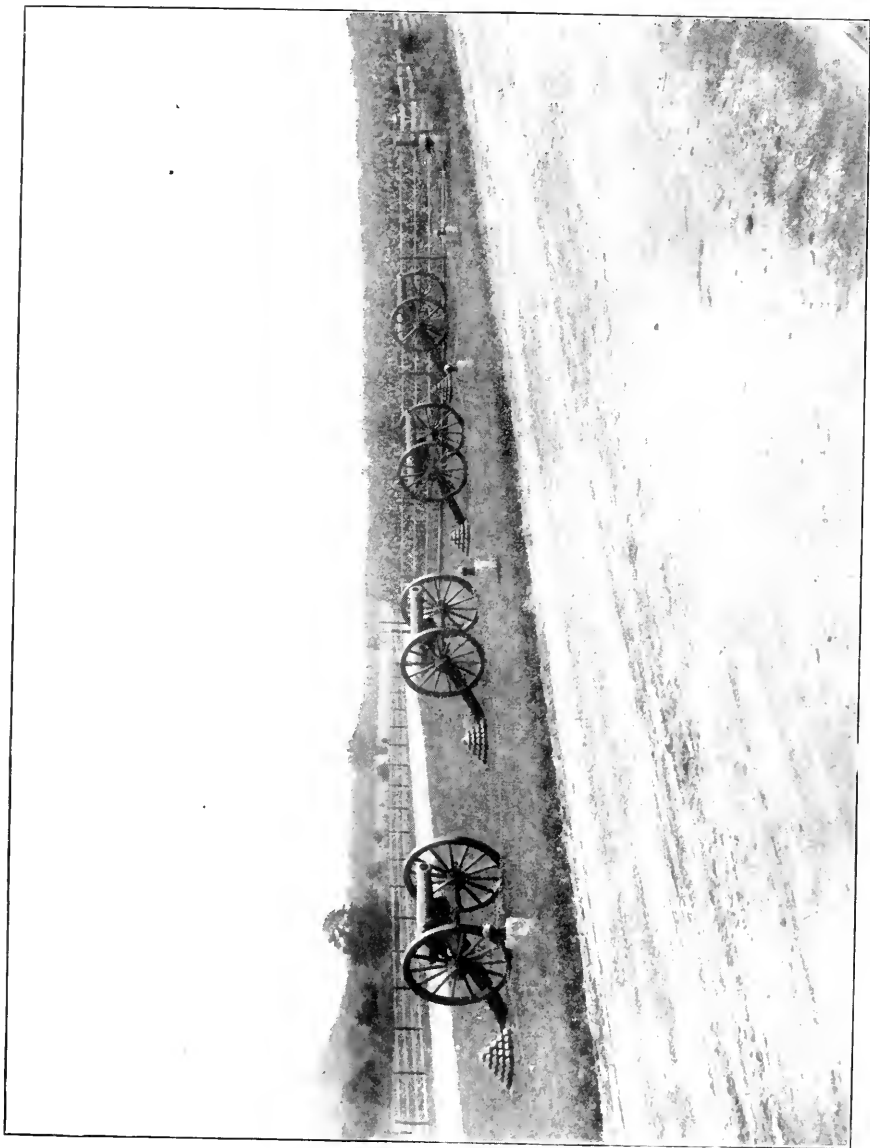
LAYING FOUNDATION PAVEMENT FOOT OF BIG ROUND TOP.



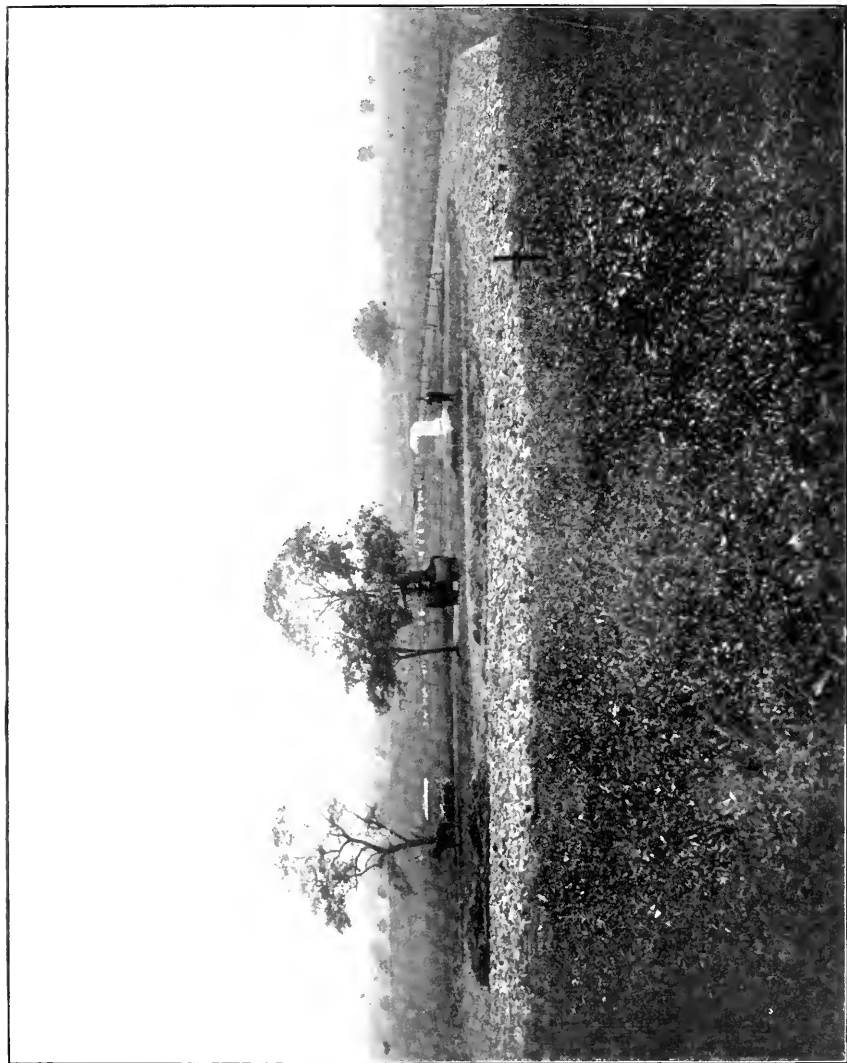
HITCHING RAIL AT DEVIL'S DEN.



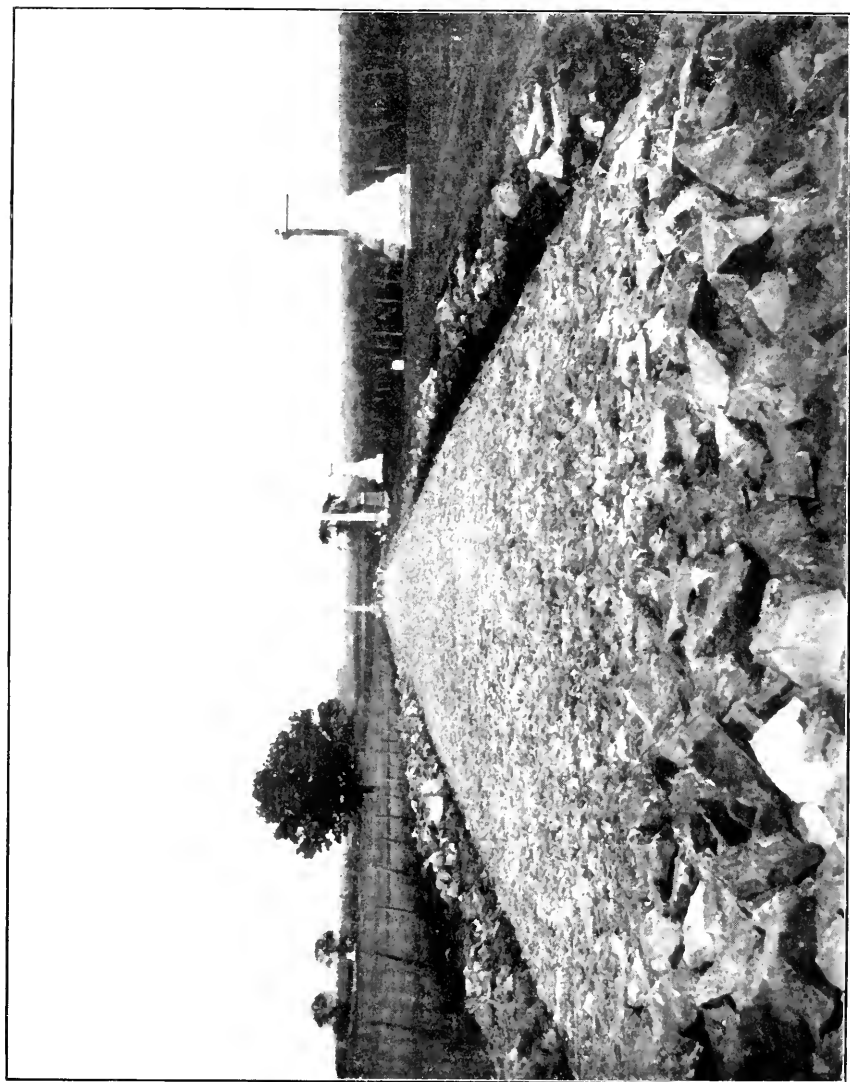
HITCHING RAIL, NEAR DEVIL'S DEN LOOKING TOWARD LITTLE ROUND TOP



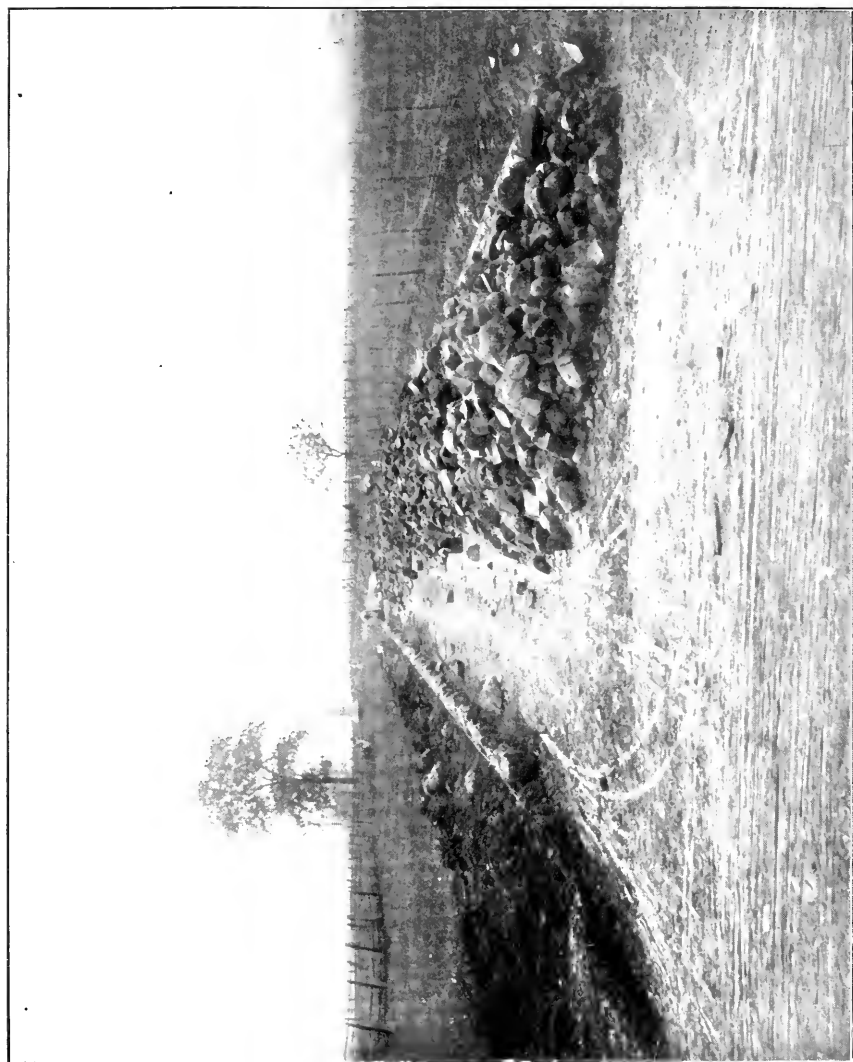
TURNBULLS BATTERY F AND K. THIRD UNITED STATES, EMMITSBURG ROAD AND SICKLES AVENUE



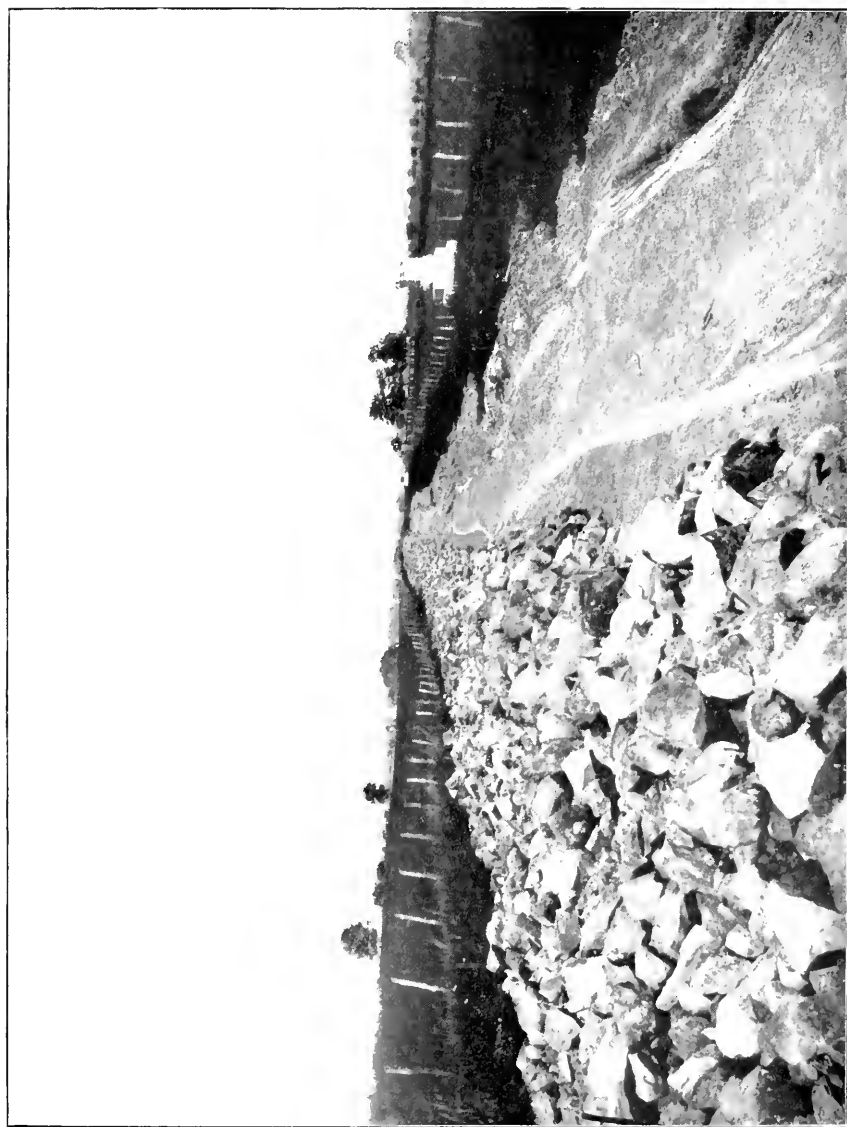
HOWARD AVENUE, FROM BARLOW'S KNOLL.



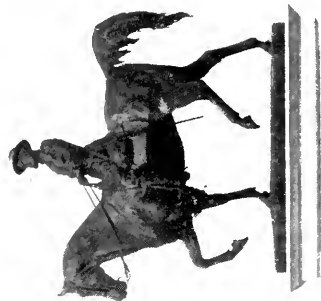
HOWARD AVENUE, EAST FROM CARLISLE ROAD.



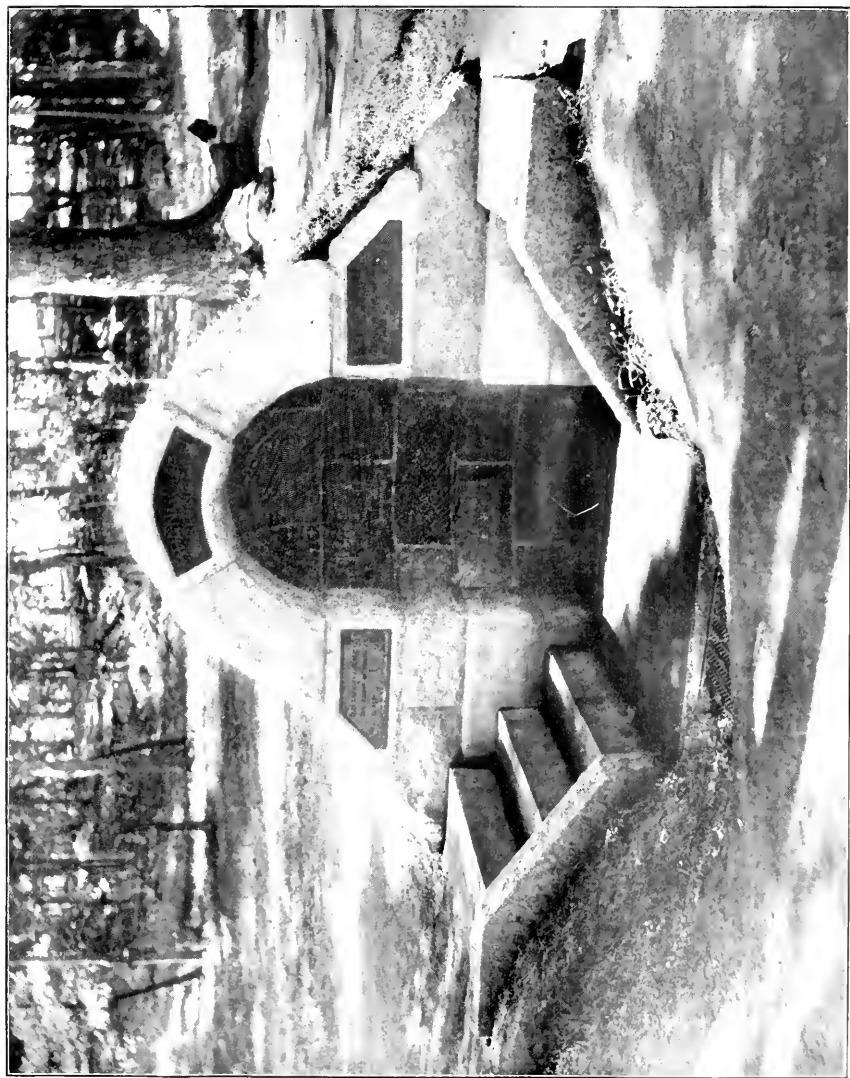
HOWARD AVENUE WEST FROM CARLISLE ROAD, SHOWING SHOULDER STONES.



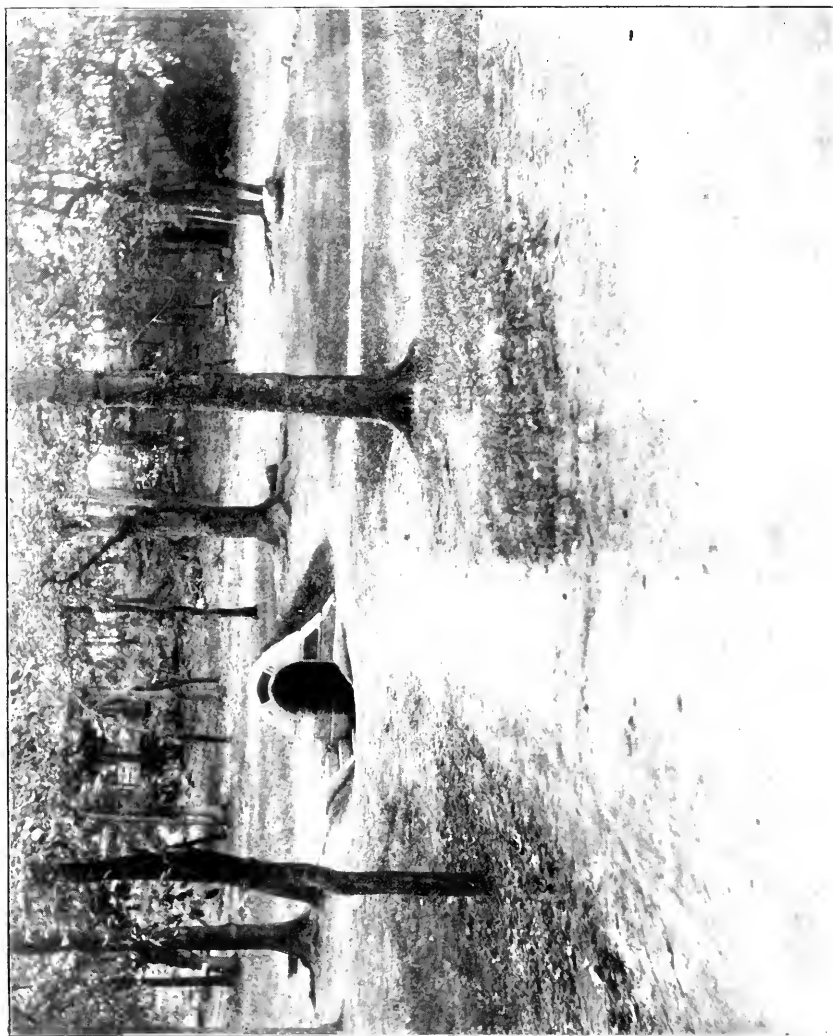
HOWARD AVENUE EAST FROM MUMMASBURG ROAD, BEFORE PAVING



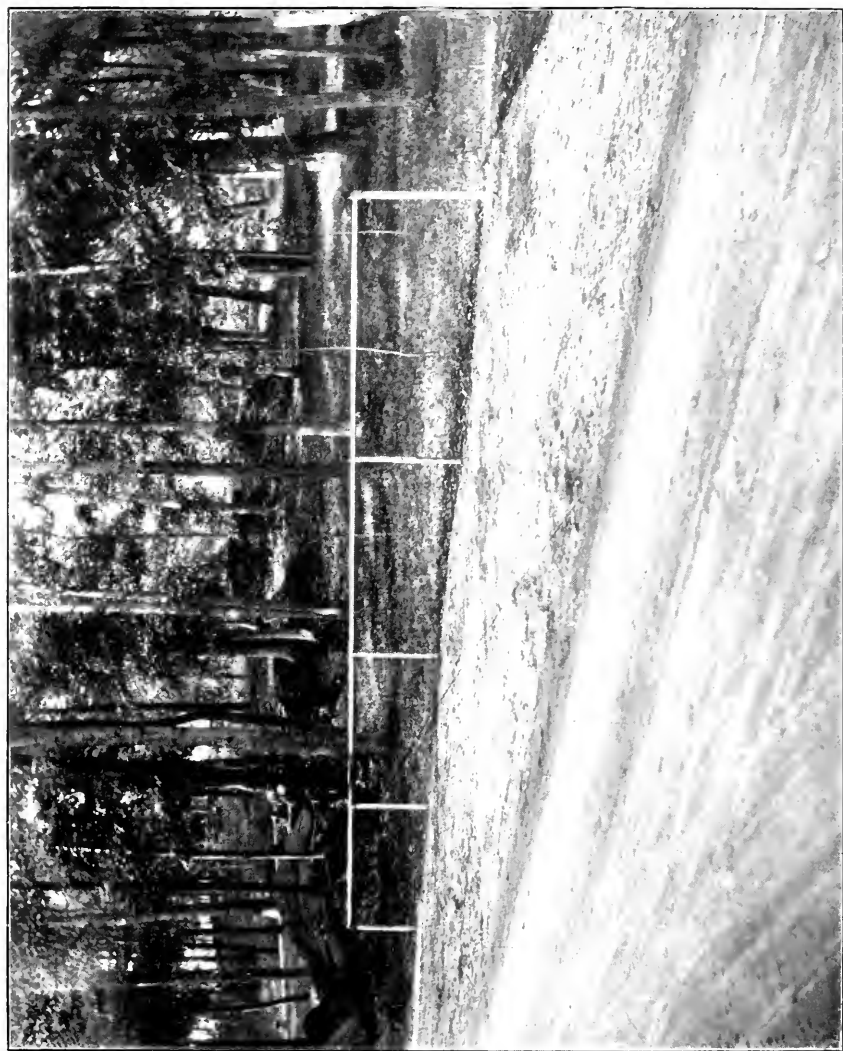
GEN. JOHN F. REYNOLDS'S STATUE, FROM THE SOUTHWEST



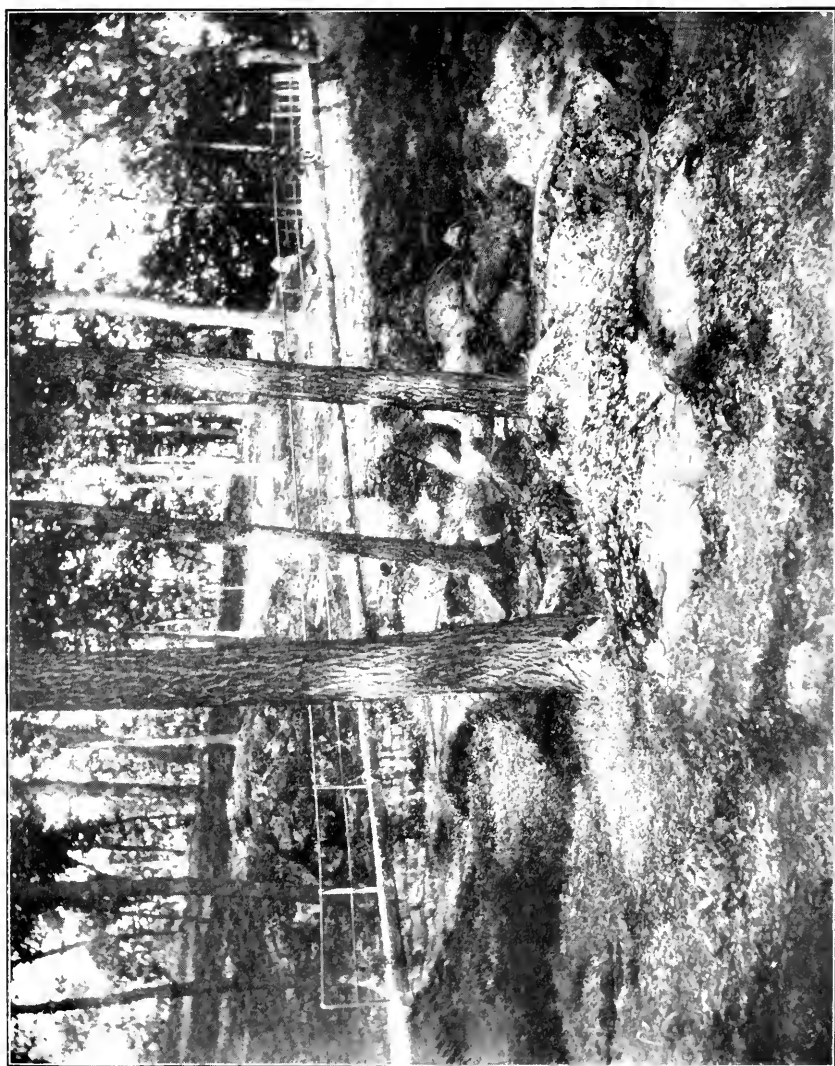
SPANGLER SPRING FOOT OF CULPS HILL



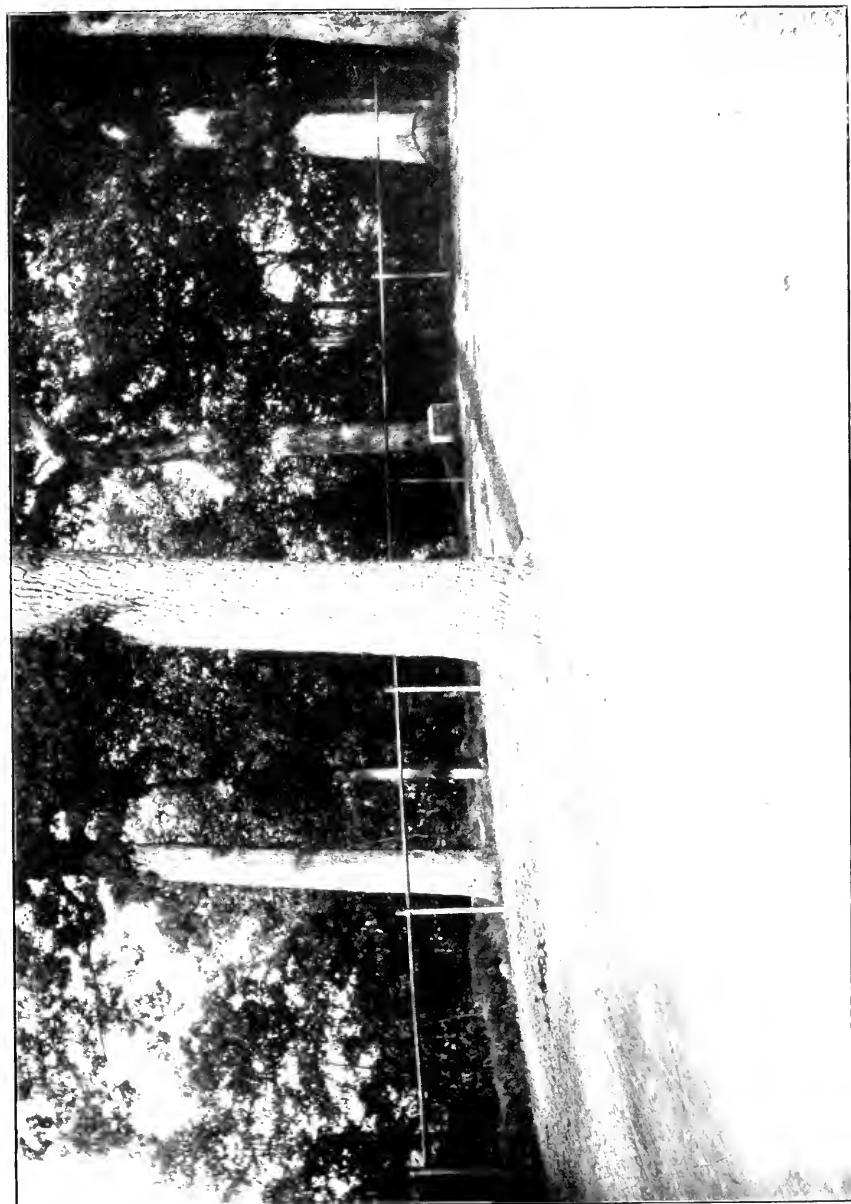
SPANGLER'S SPRING, FOOT OF CULP'S HILL—DISTANT VIEW



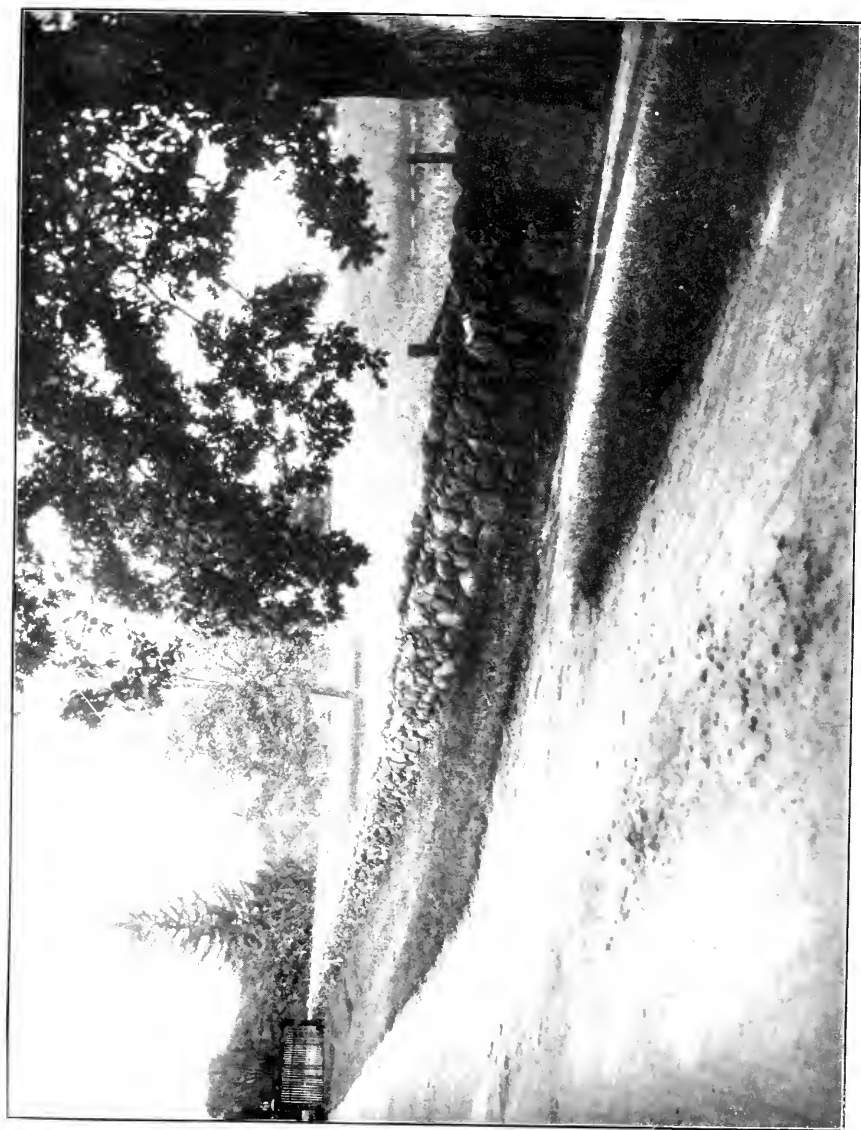
HITCHING RAIL SLOCUM AVENUE NEAR SPANGLER'S SPRING.



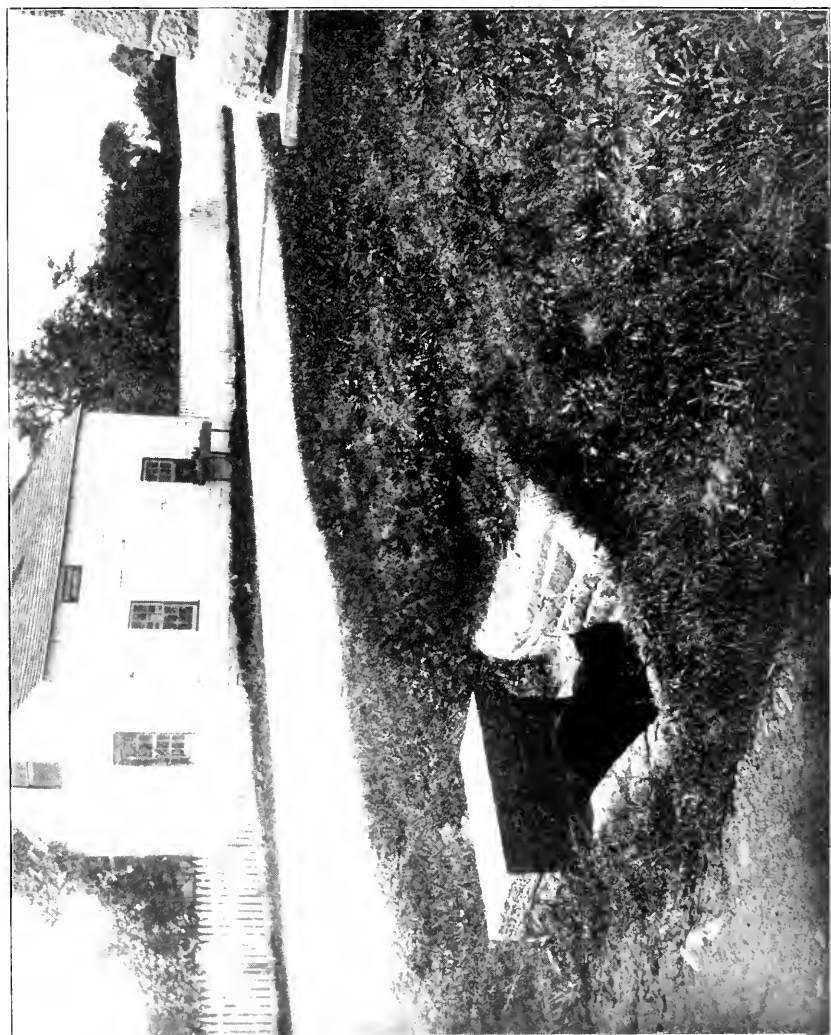
GUARD RAIL ON RETAINING WALL SLOCUM AVENUE



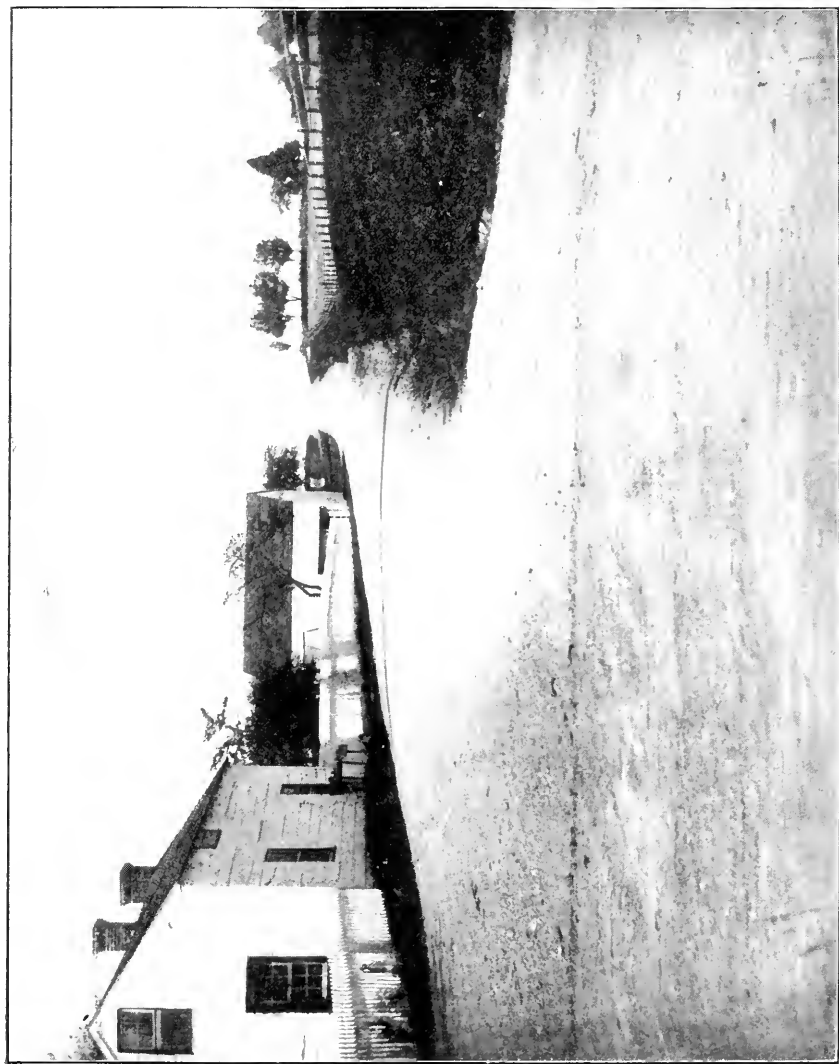
HITCHING RAIL SLOCUM AVENUE SUMMIT OF CULP'S HILL.



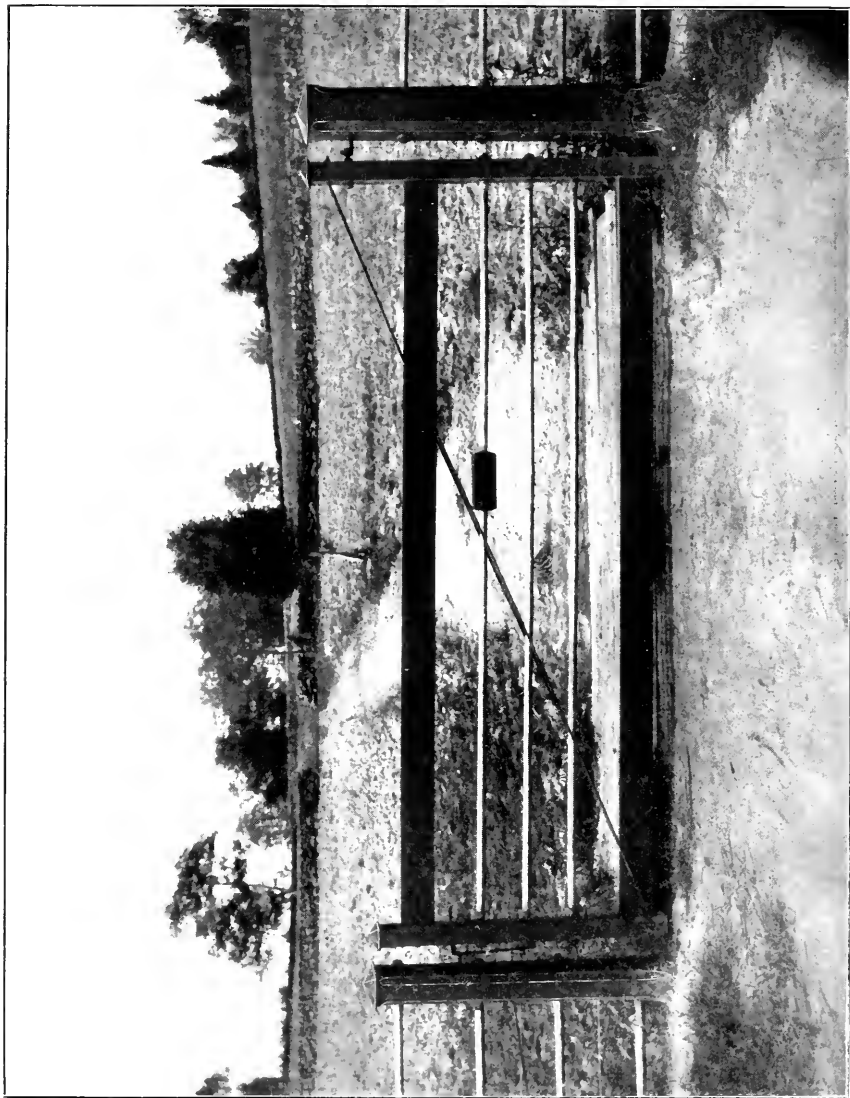
STYLE OF STONE WALL REBUILT BY THE COMMISSION ON HANCOCK AVENUE



CATCH BASIN AT MEADE'S HEADQUARTERS.



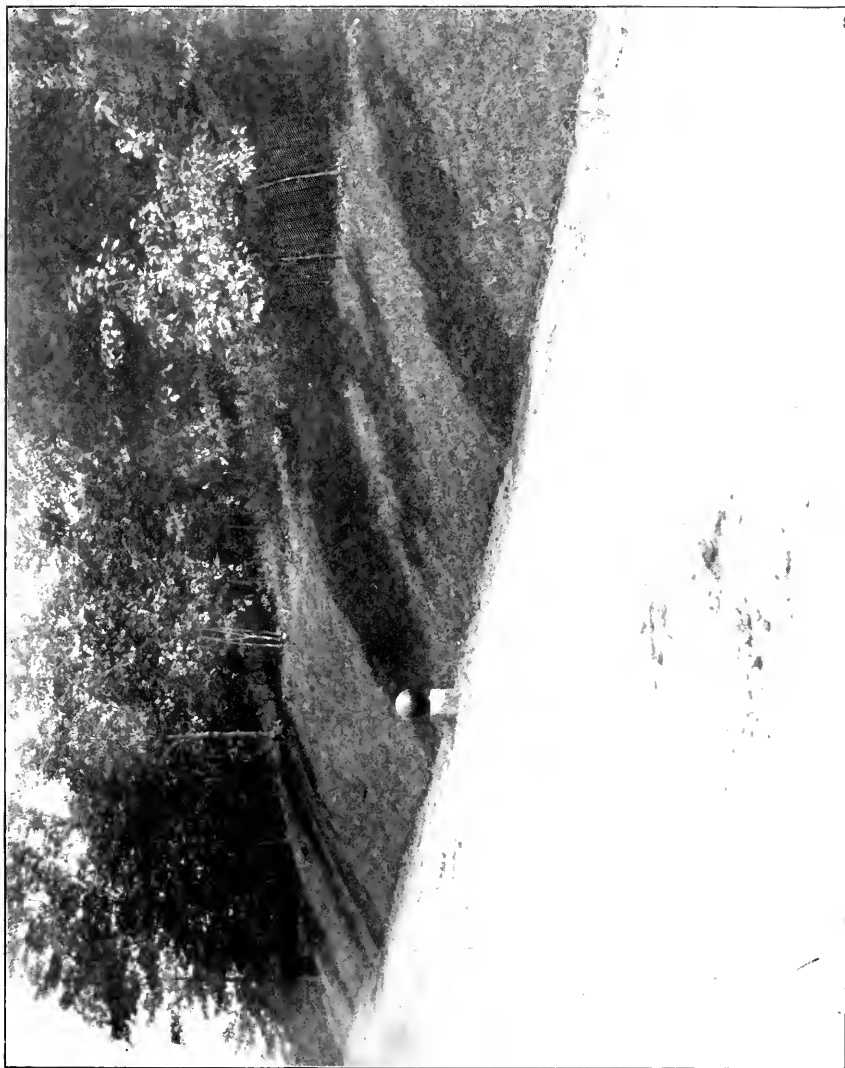
MEADE AVENUE FROM TANEYTOWN ROAD



STYLE OF GATE ADOPTED BY THE COMMISSION



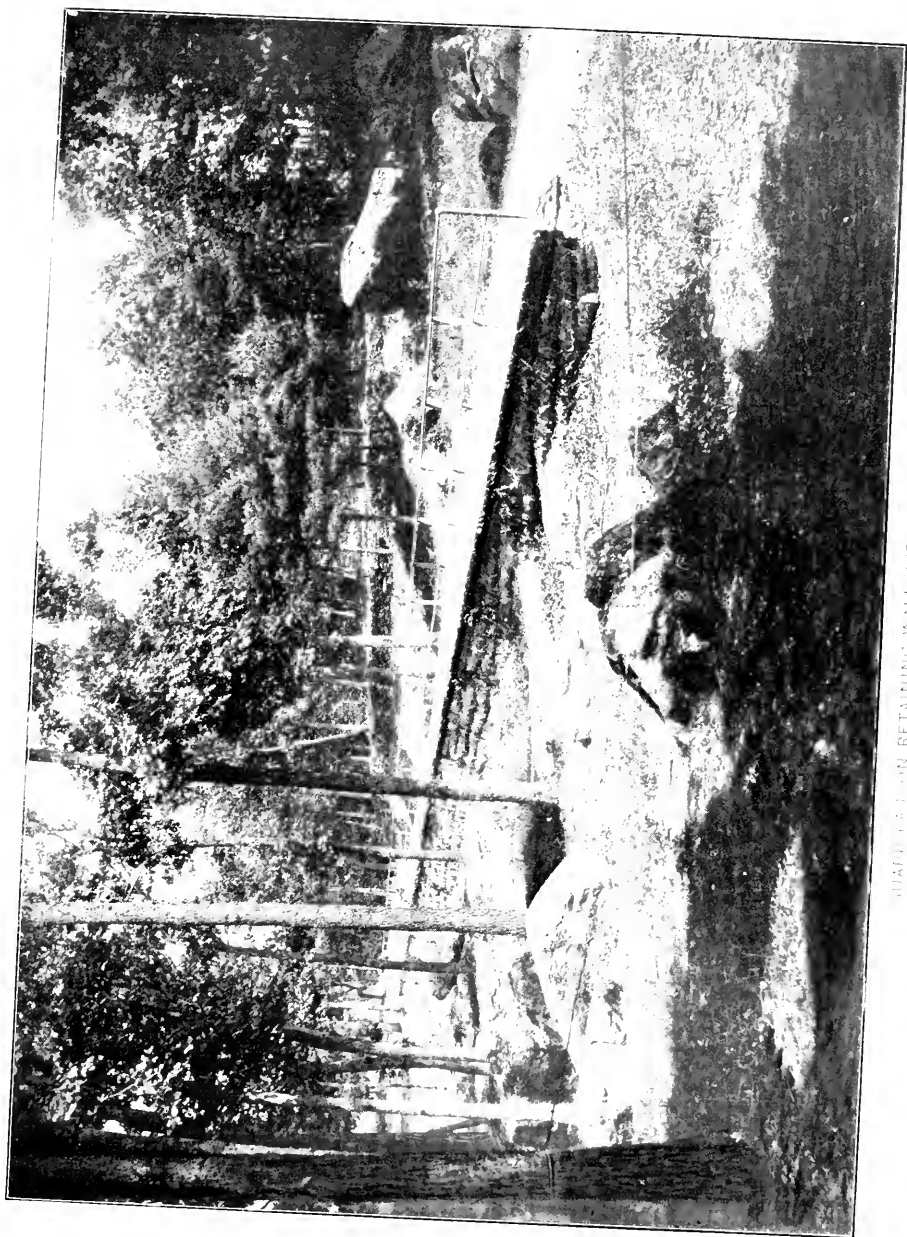
MEALE AVENUE, FROM NEAR HANCOCK AVENUE SHOWING PAVED GUTTERS.



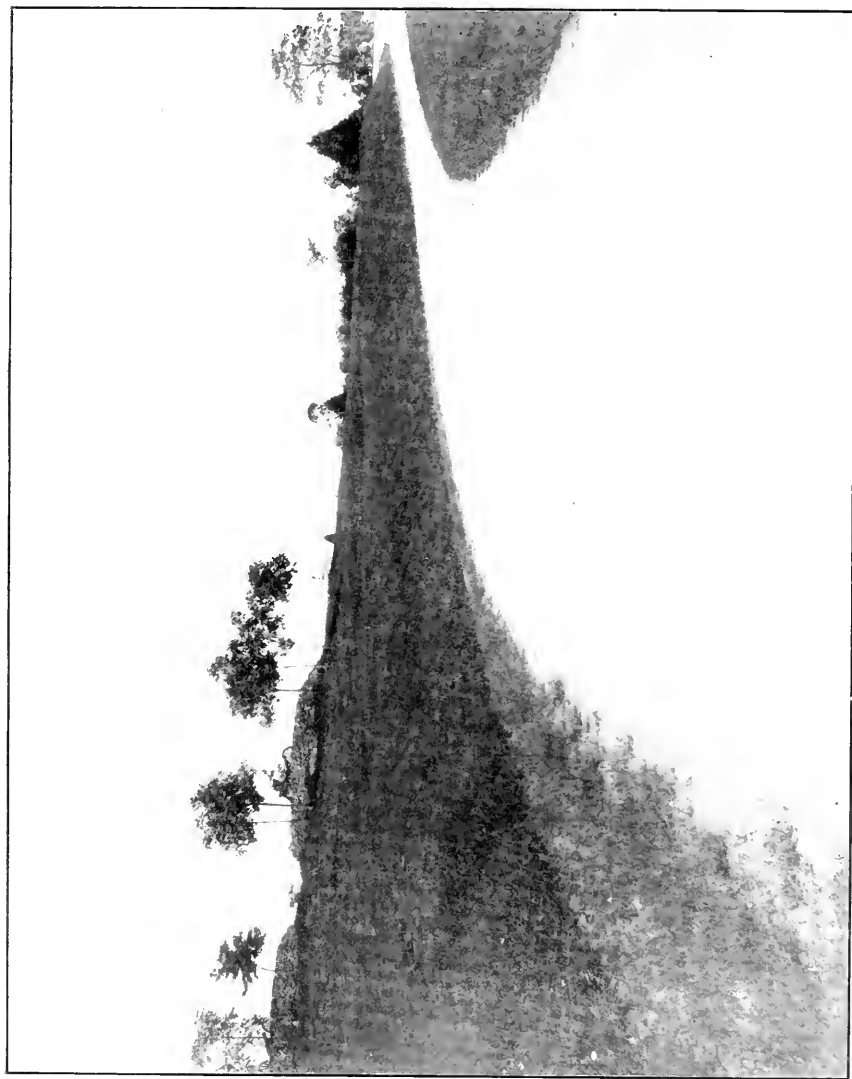
SODDED BANK ON SEDGWICK AVENUE.



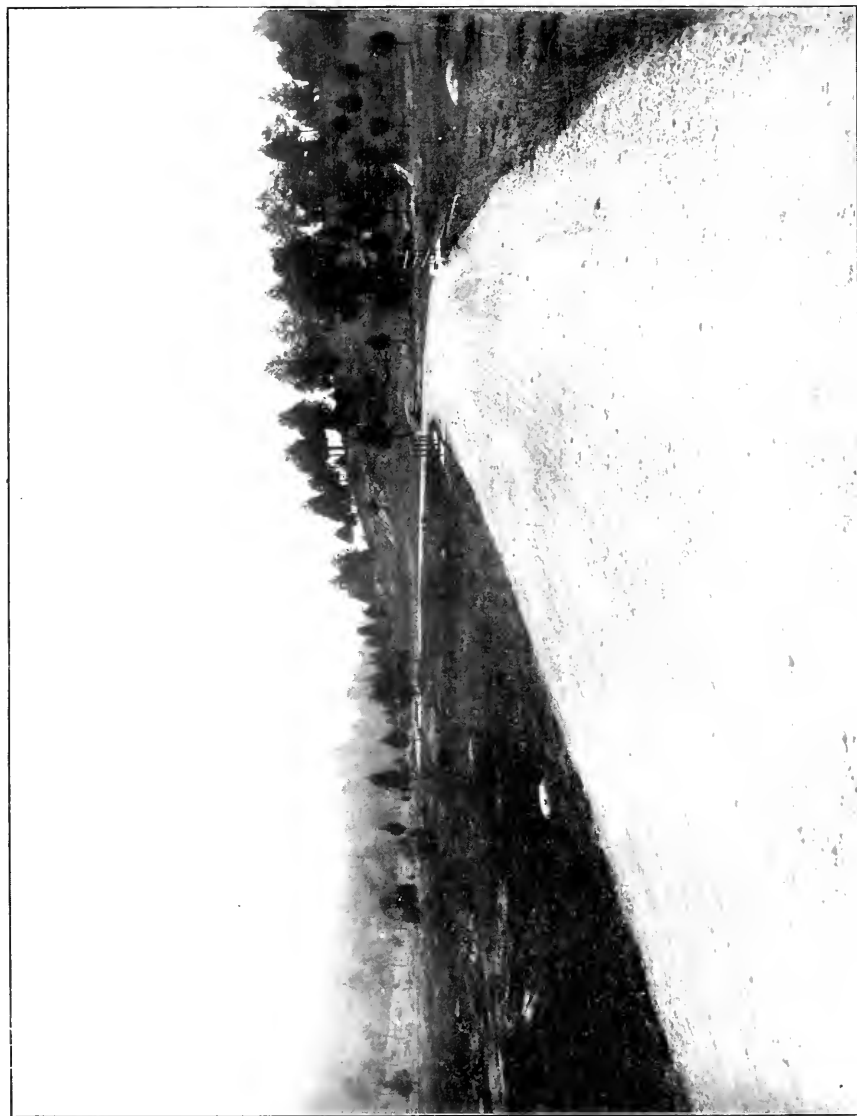
SODDED BANKS ON SEDGWICK AVENUE NEAR WHEAT FIELD ROAD.



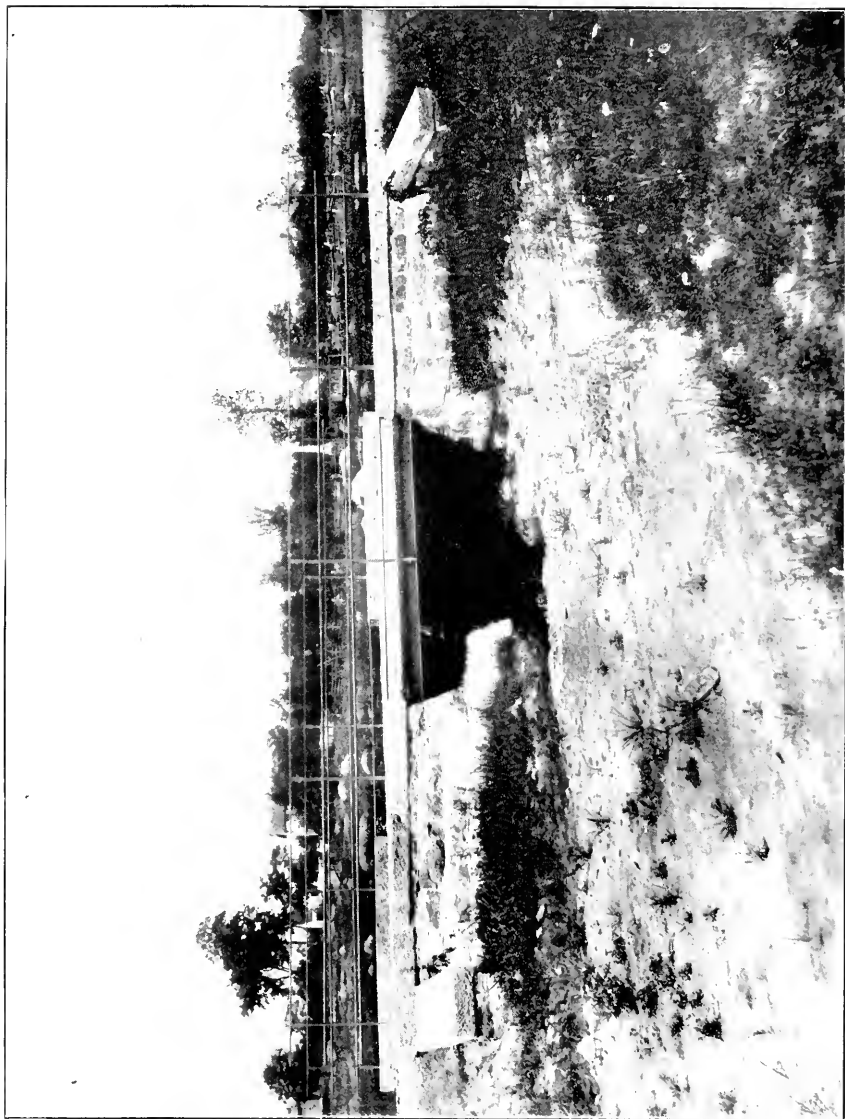
QUARRY ON RETAINING WALL LITTLE FOUR



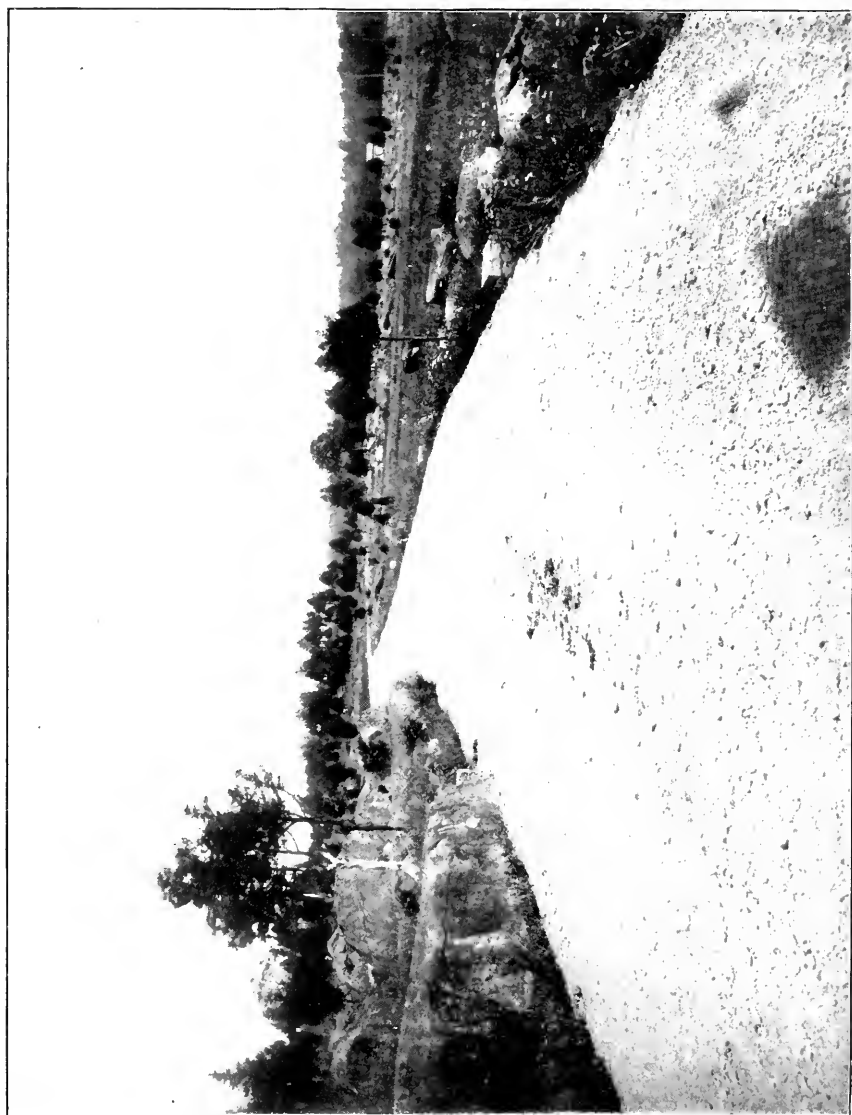
SODDED BANK ON SECTION 6, CONFEDERATE AVENUE



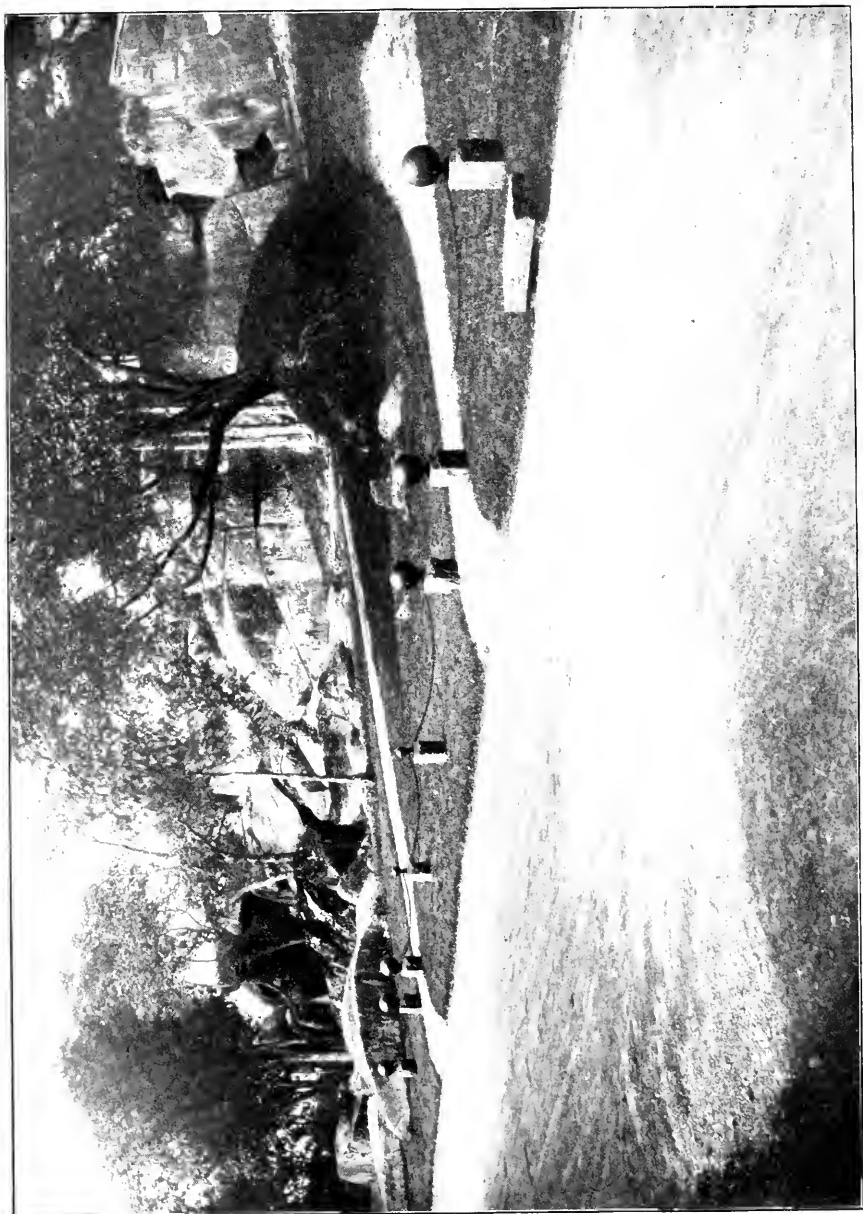
CRAWFORD AVENUE, FROM WHEAT FIELD ROAD



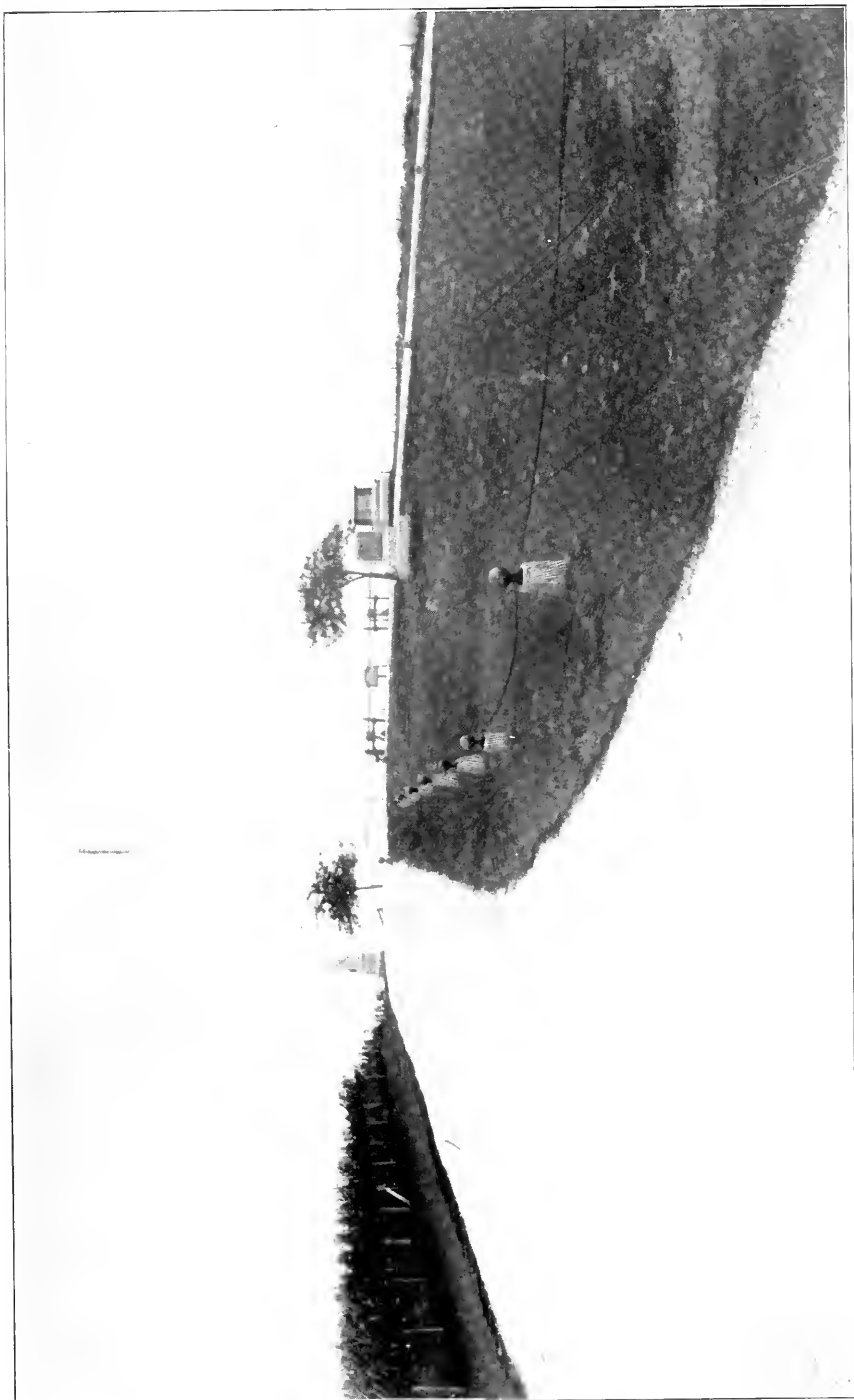
BRIDGE ON CRAWFORD AVENUE OVER PLUM RUN.



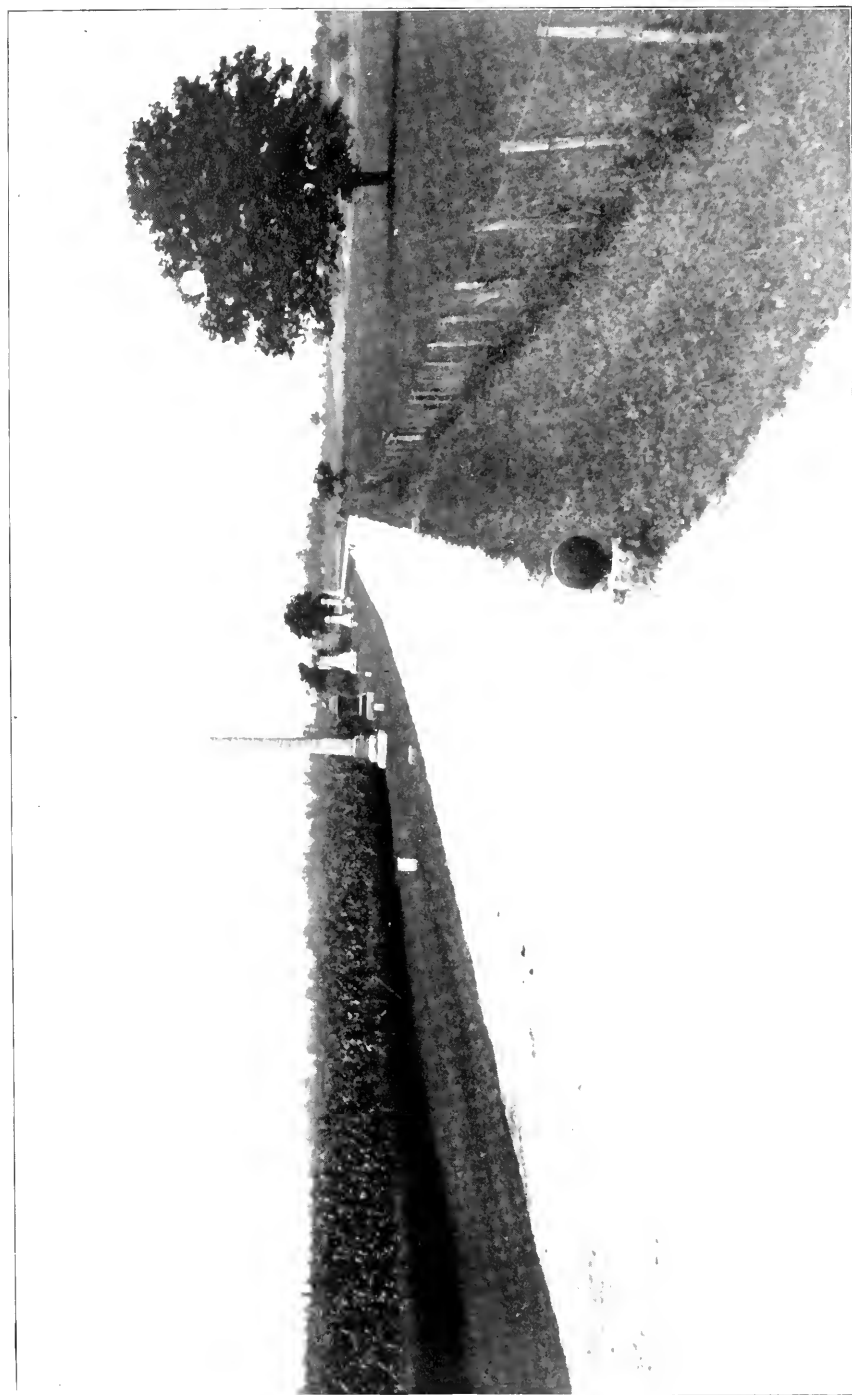
CRAWFORD AVENUE, FROM DEVIL'S DEN.



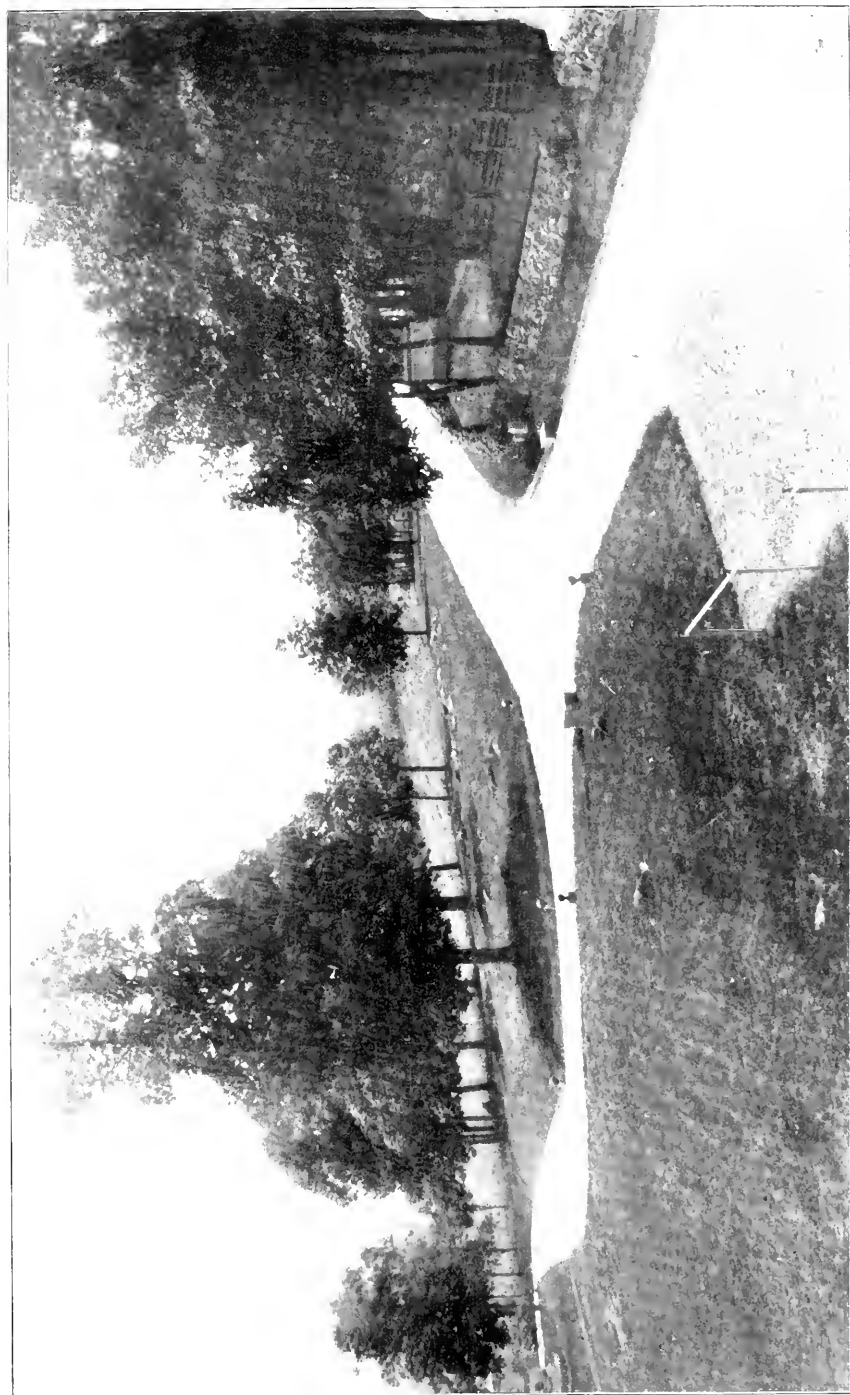
GUARD CHAIN AND BALLS AND PATHS AT DEVIL'S DEN.



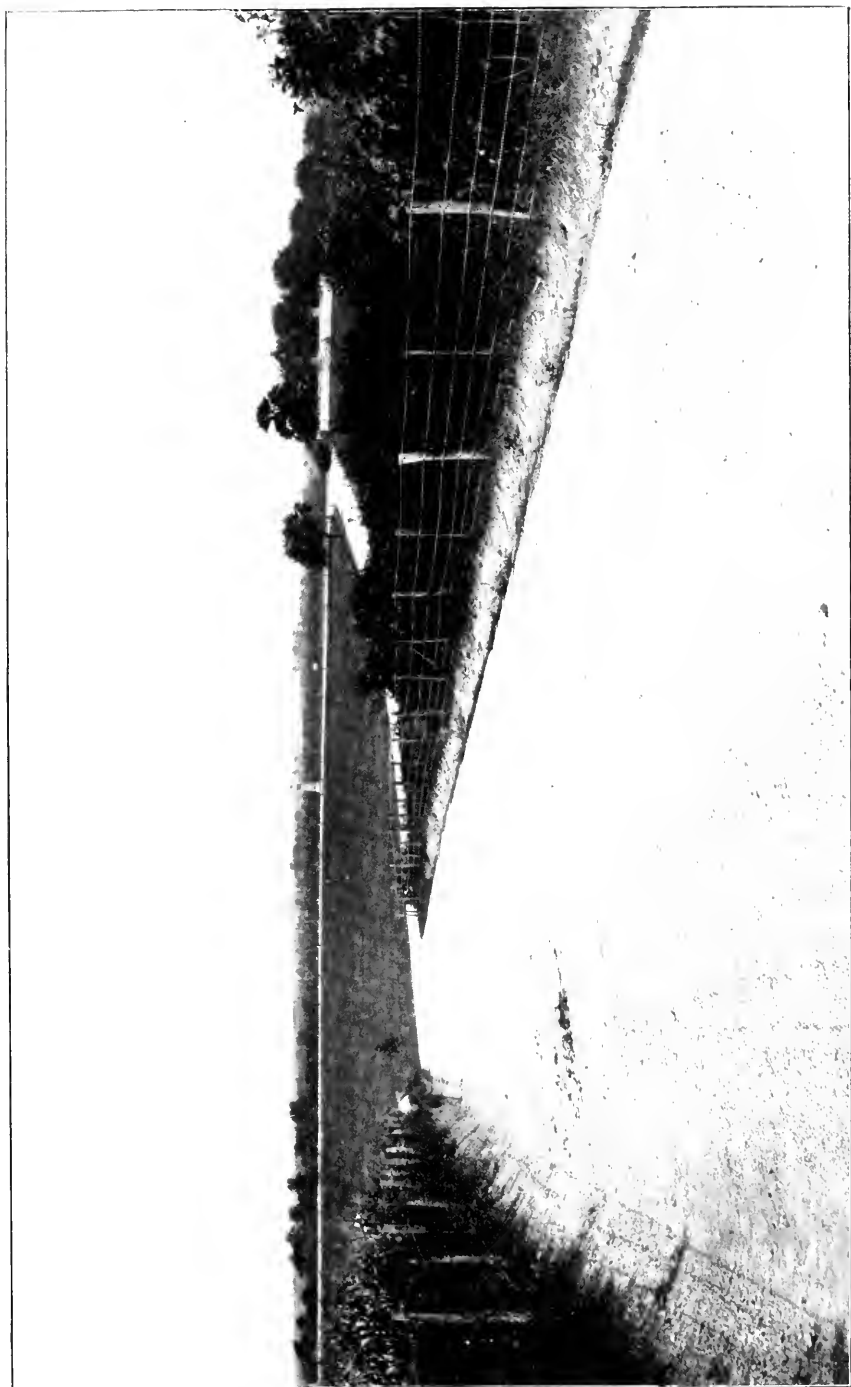
SHELL, STONES AND CHAIN BARLOW'S KNOLL.



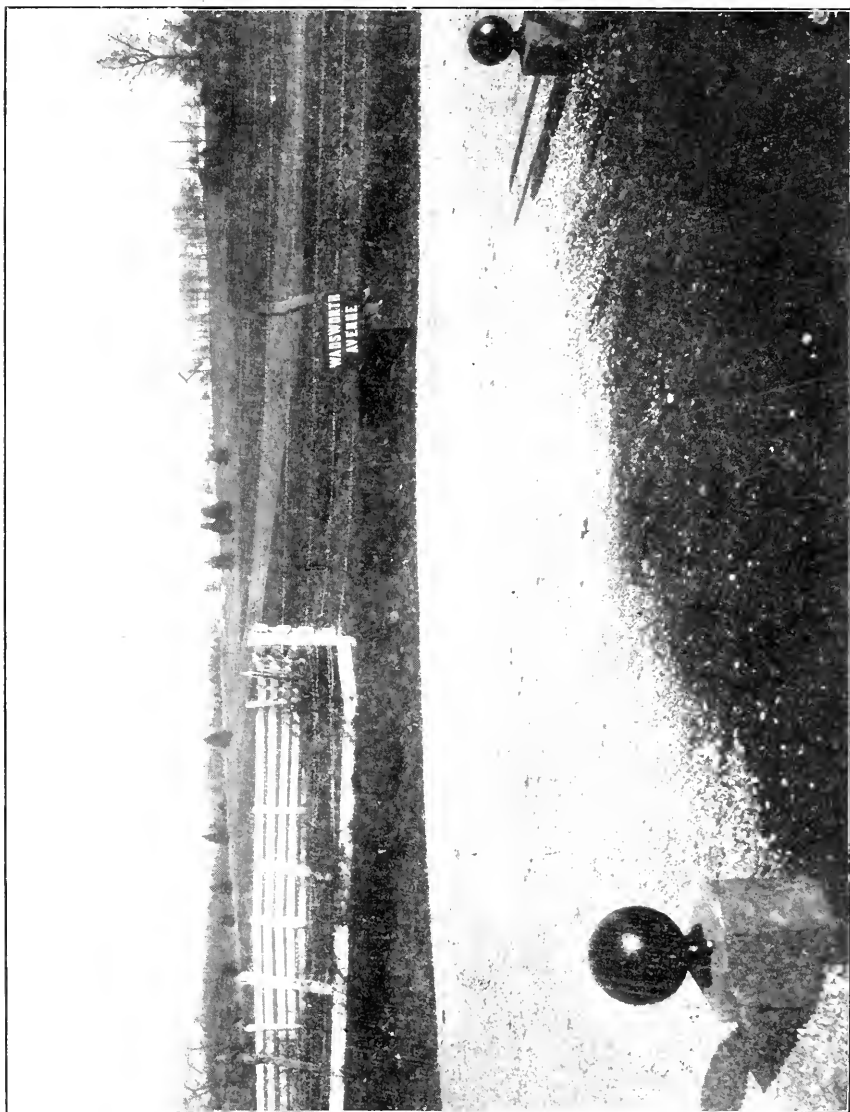
HOWARD AVENUE LOOKING WEST.



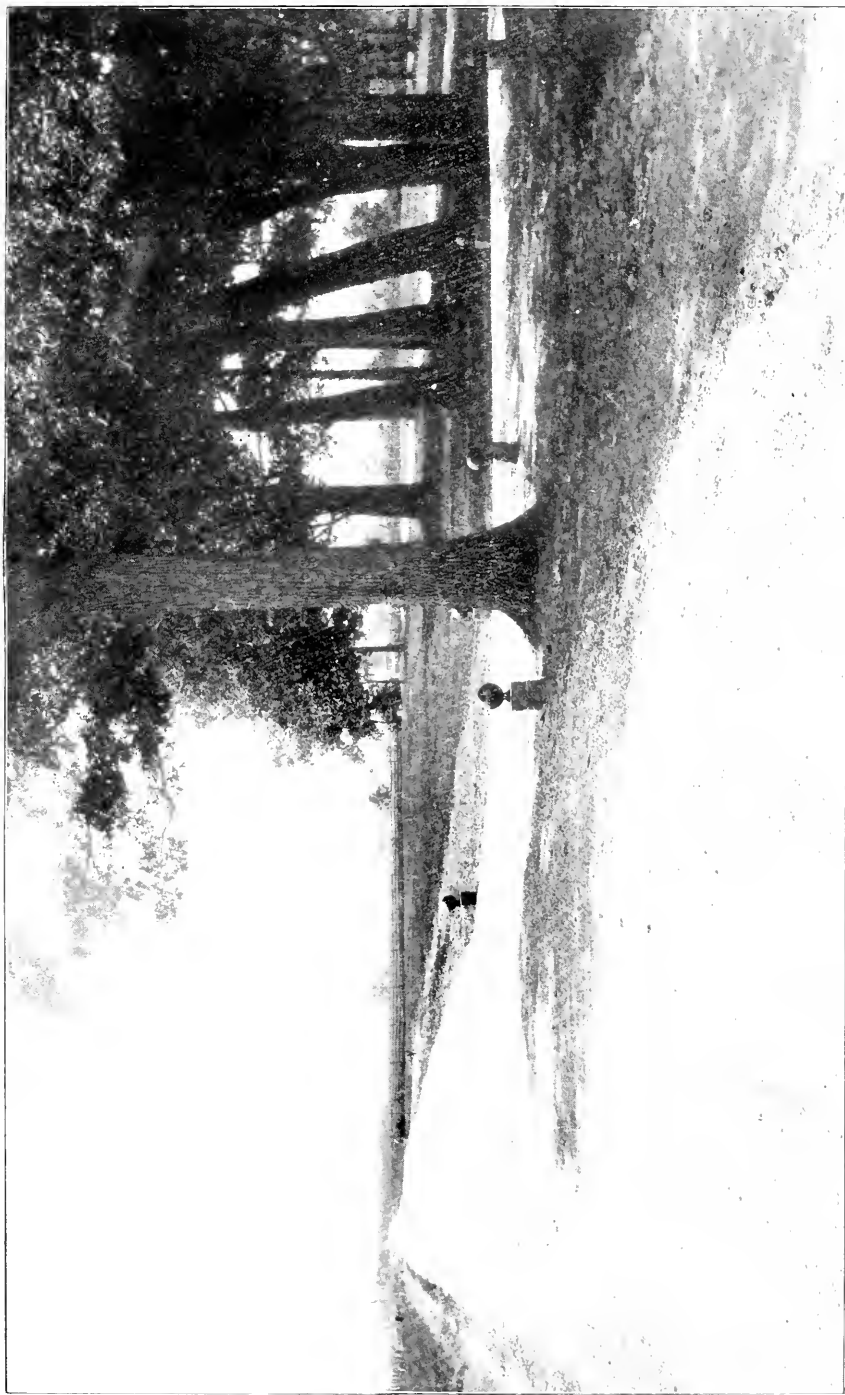
VIEW FROM TOWER OF DOUBLEDAY AND ROBINSON AVENUES AND HITCHING RAIL



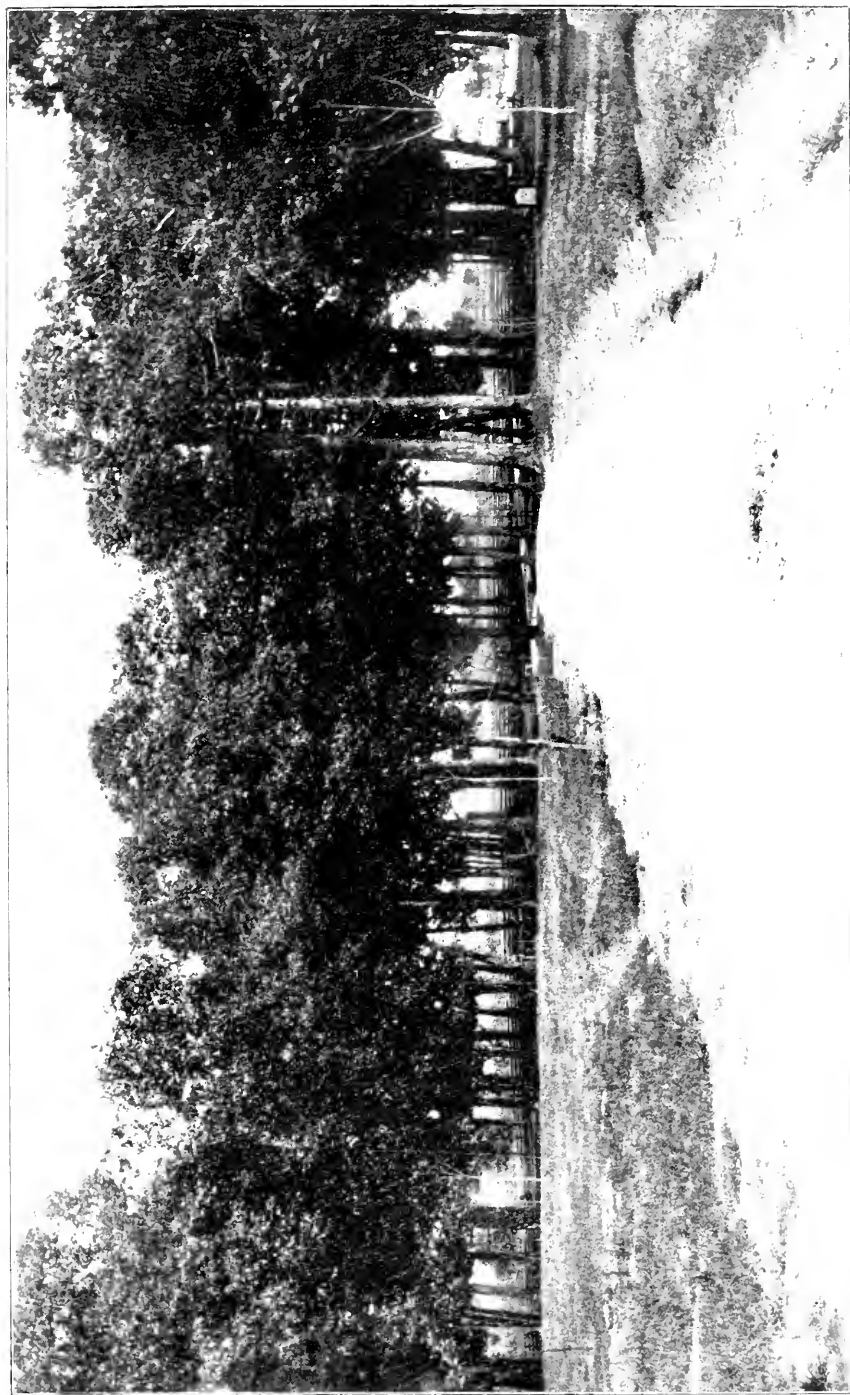
WADSWORTH AVENUE, LOOKING WEST.



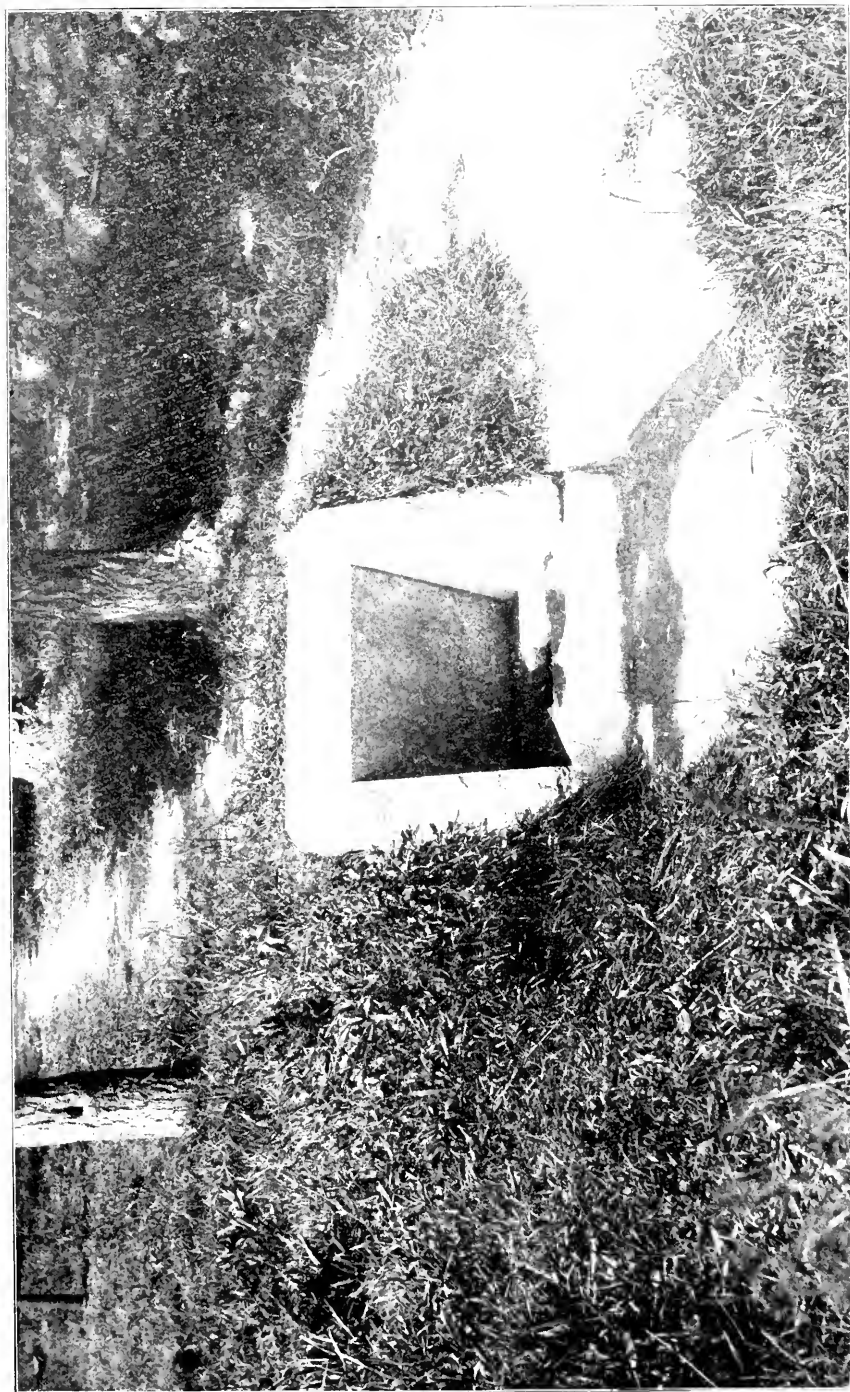
FROM THE INTERSECTION OF WADSWORTH AND REYNOLDS AVENUE, SHOWING STYLE OF TABLET ADOPTED FOR
AVENUES.



REYNOLDS AVENUE, LOOKING SOUTH FROM REYNOLDS GROVE



PIKED ROADWAY THROUGH REYNOLDS GROVE.

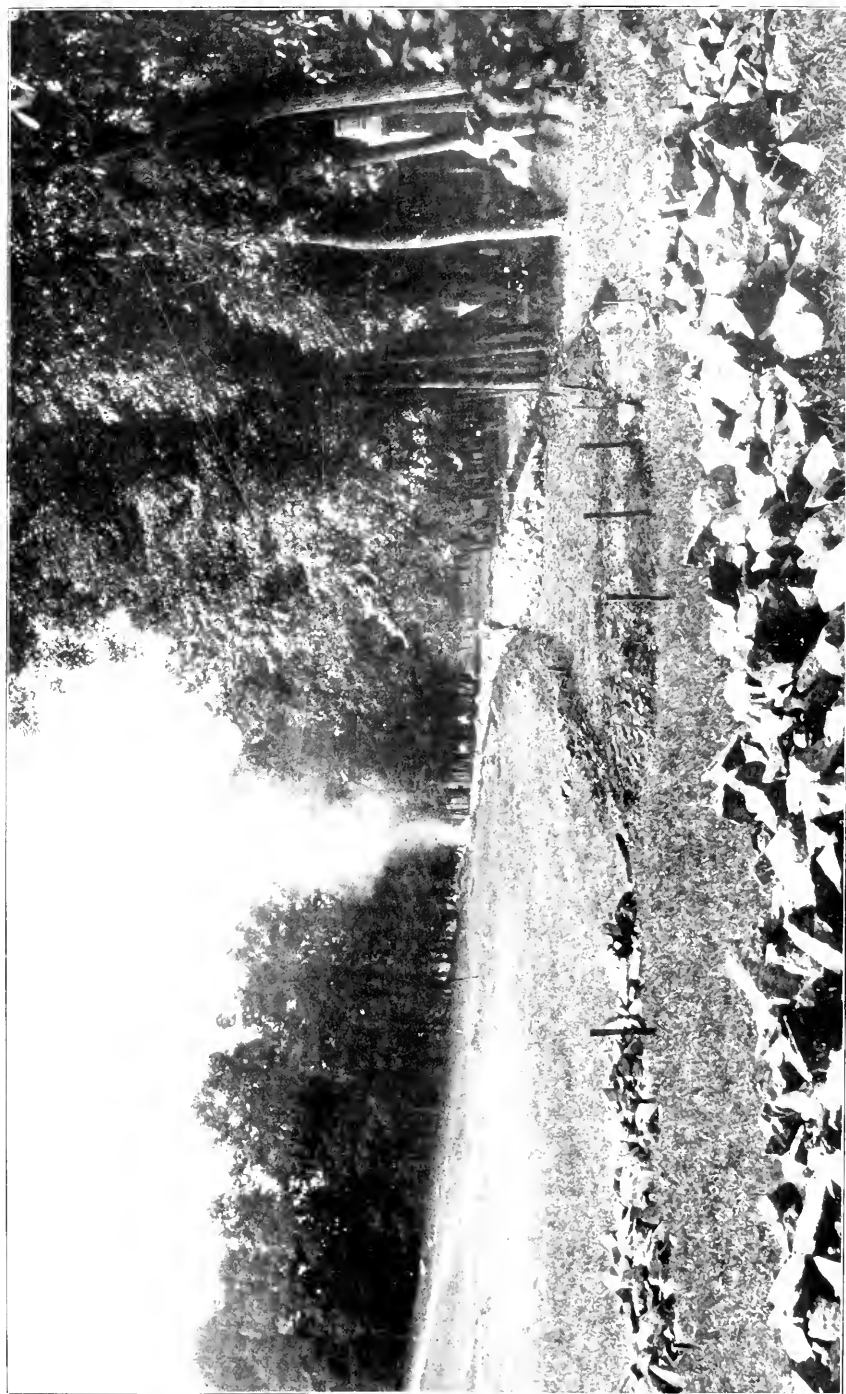


MENCHEY'S SPRING, FOOT OF EAST CEMETERY HILL





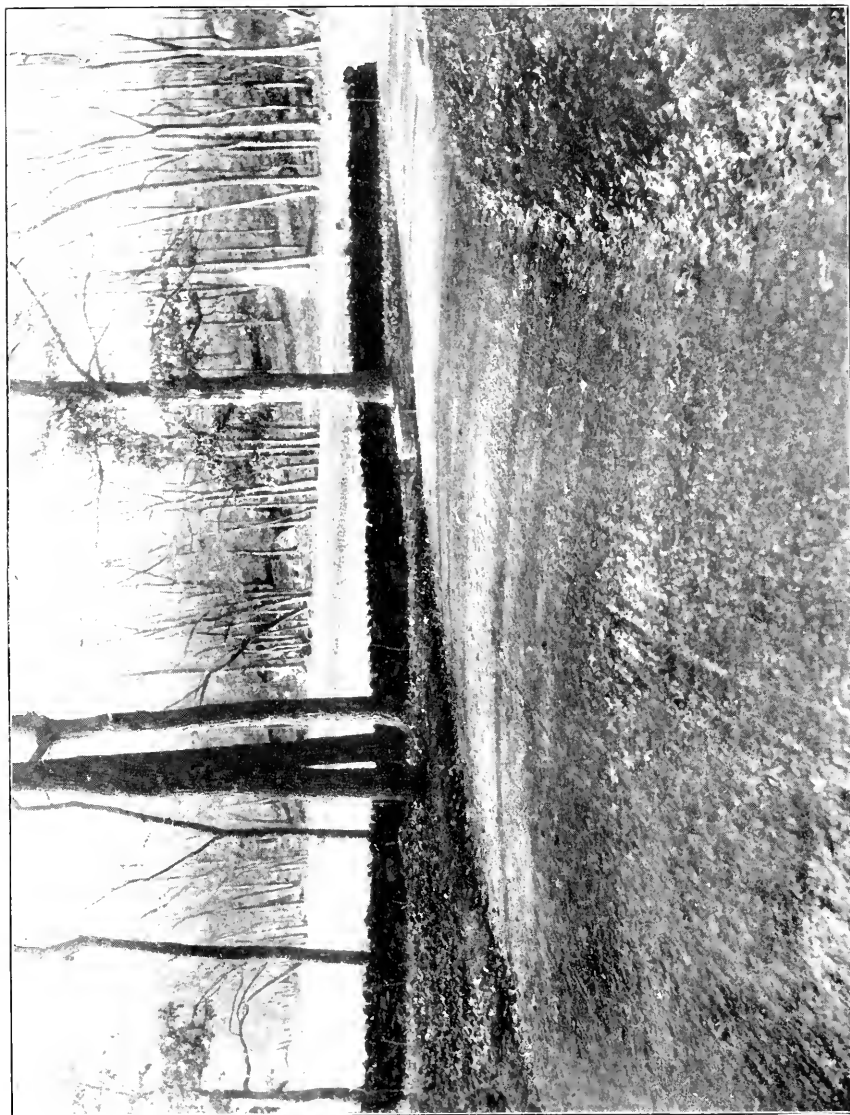
NEAR AVENUE ON GULF'S HILL LEAP SEADLERS SPRING, SHOWING FOUNDATION AND SHOULDER STONES



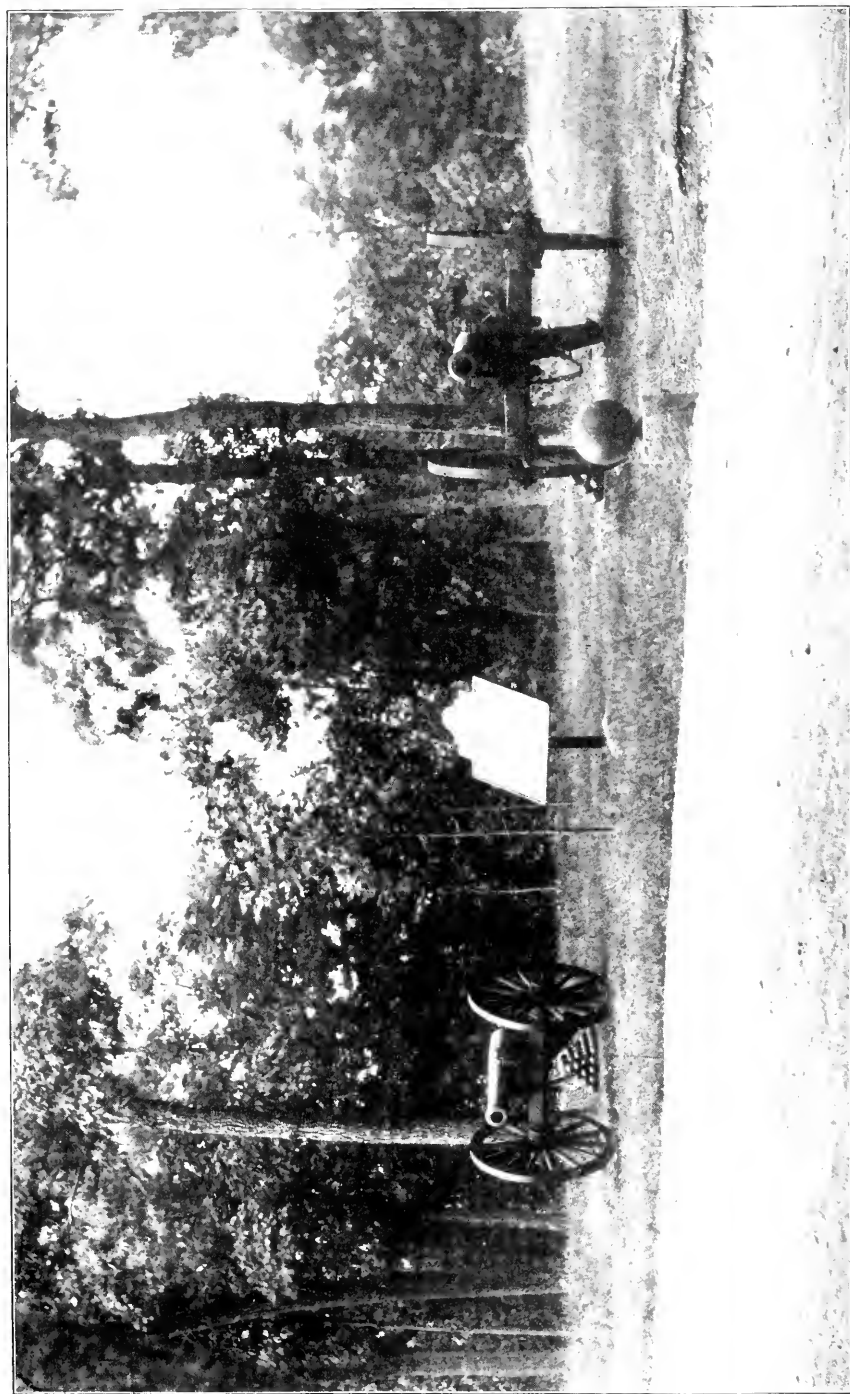
HEARY AVENUE ALONG RAVINE IN FRONT OF ONE HUNDRED AND FORTY-SEVENTH PENNSYLVANIA MONUMENT



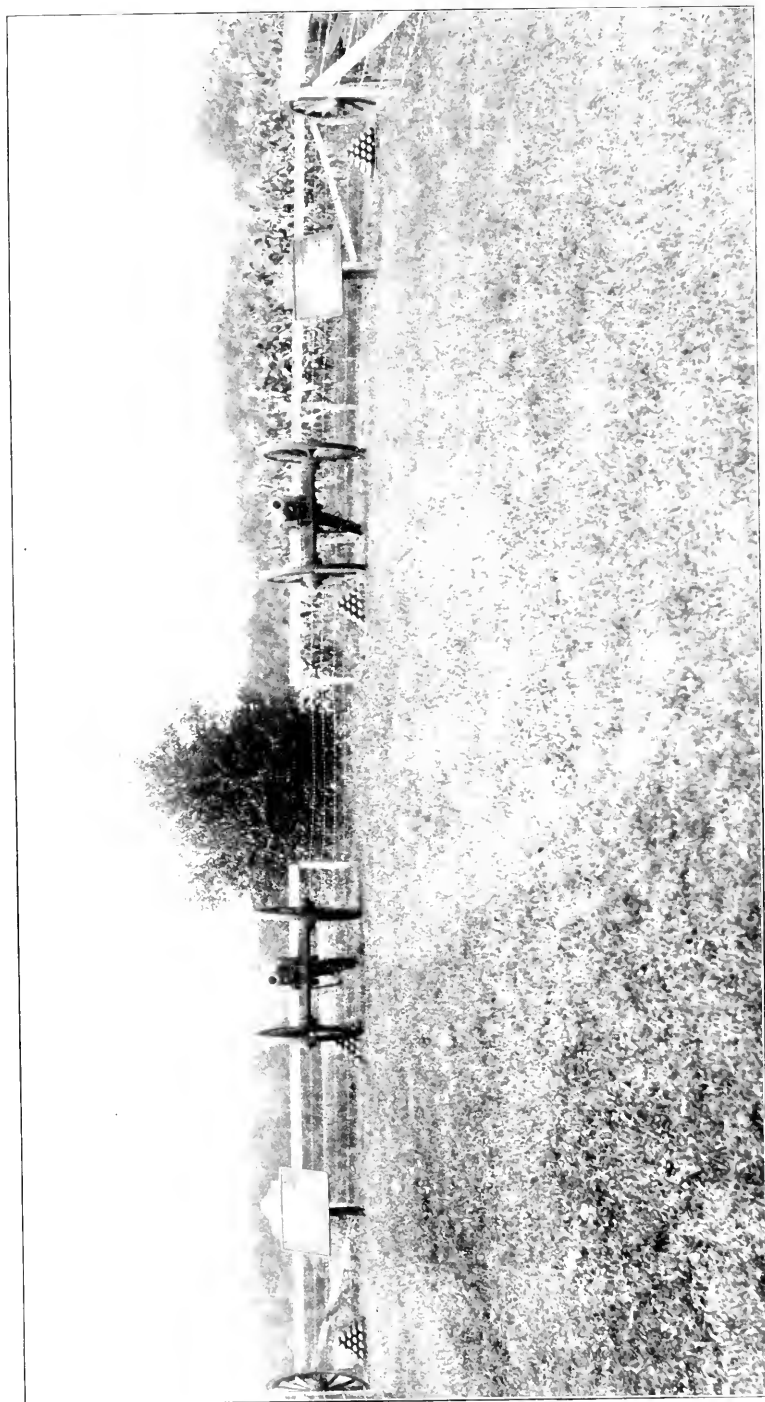
GEARY AVENUE FROM NEAR SPADISLER'S SPRING.



BEARY AVENUE, FROM INTERSECTION WITH ALUMINUM AVENUE.



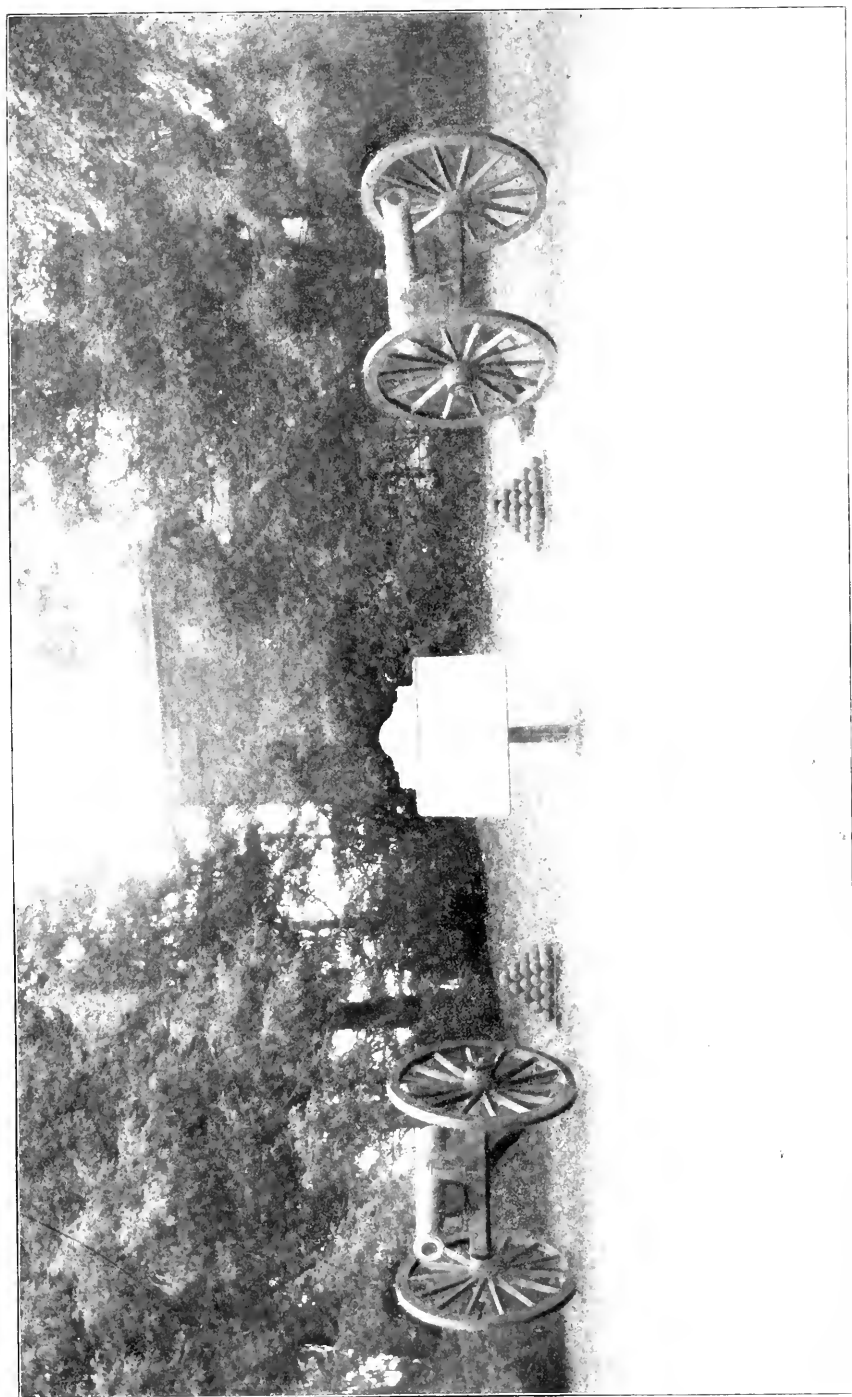
SECTION KINZIE'S BATTERY L FIFTH UNITED STATES CULPS HILL



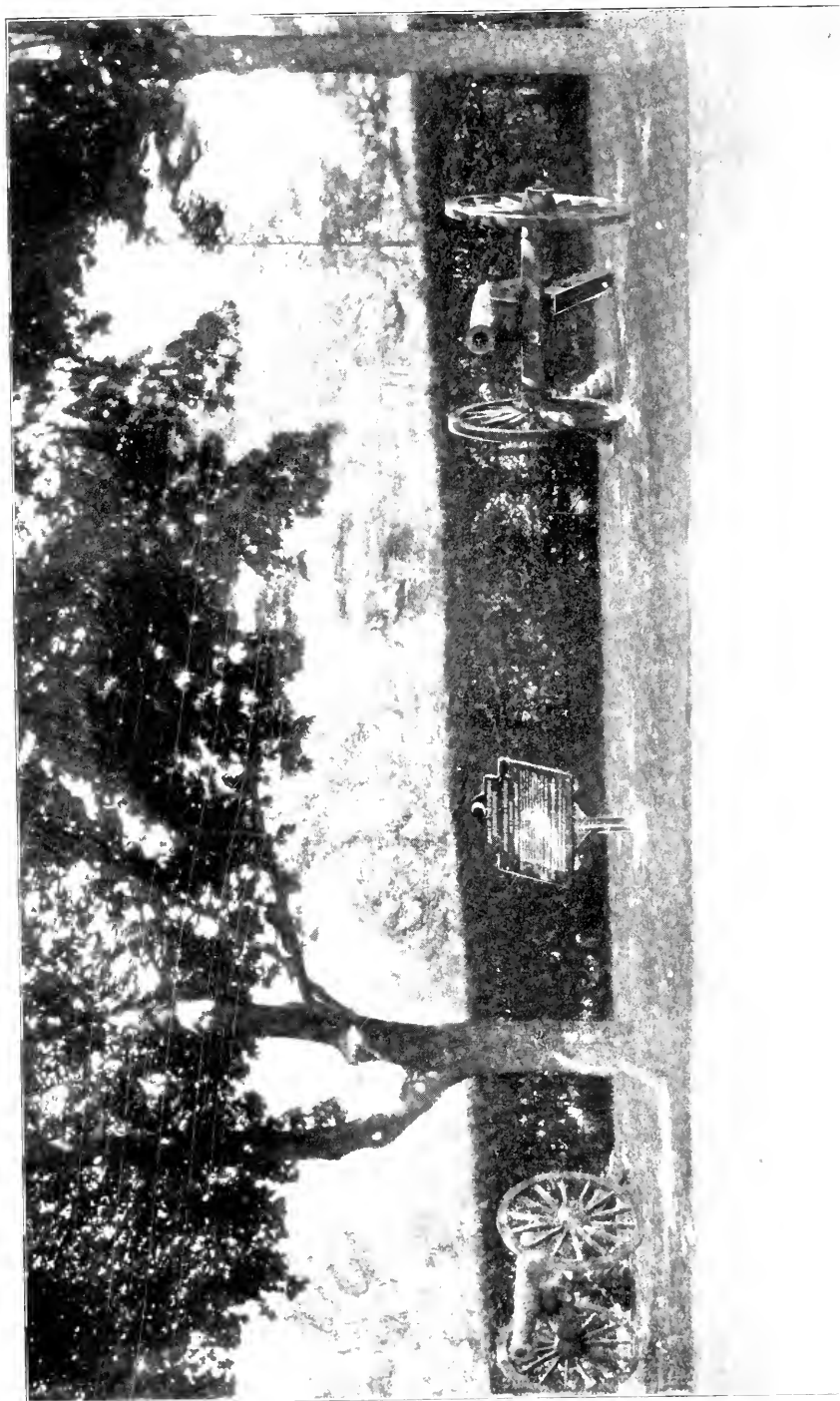
RUGGS BATTERY F FOURTH UNITED STATES AND KINZIE'S BATTERY K FIFTH UNITED STATES



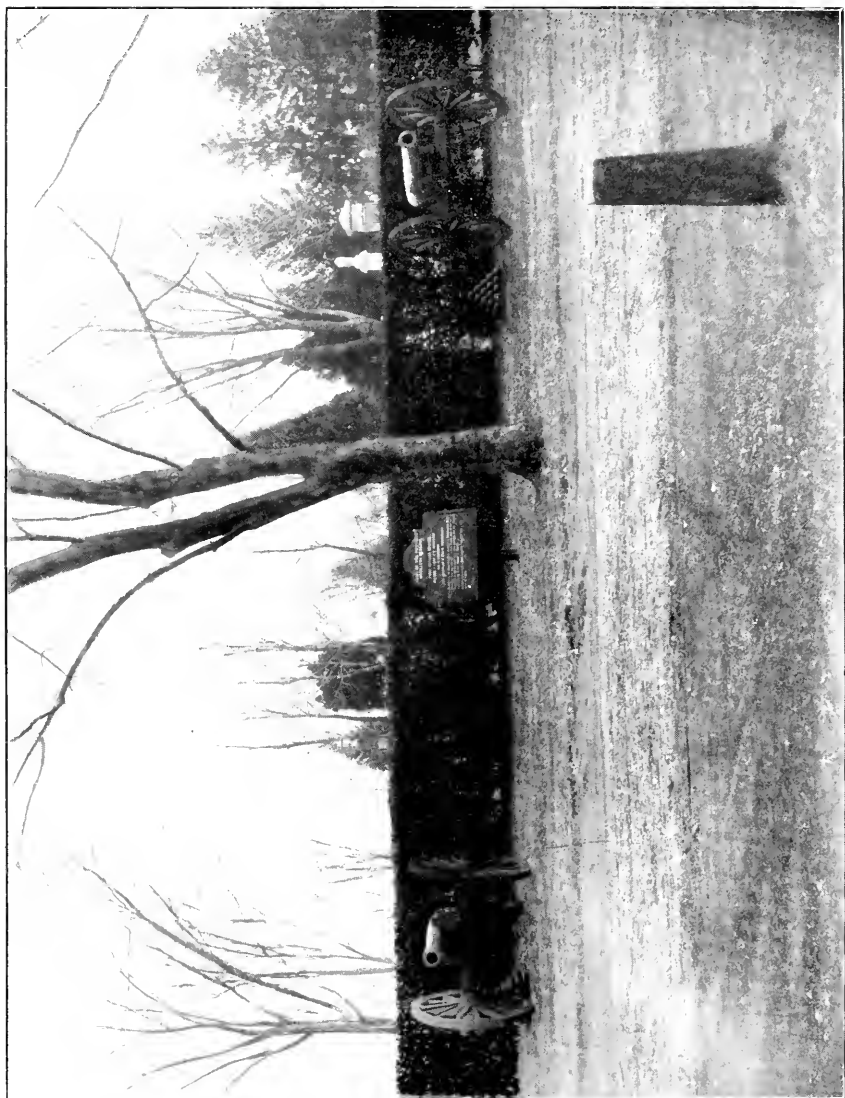
SECTION TAFT'S FIFTH NEW YORK EVERGREEN CEMETERY



DILGER'S BATTERY, 1ST OHIO, IN NATIONAL CEMETERY



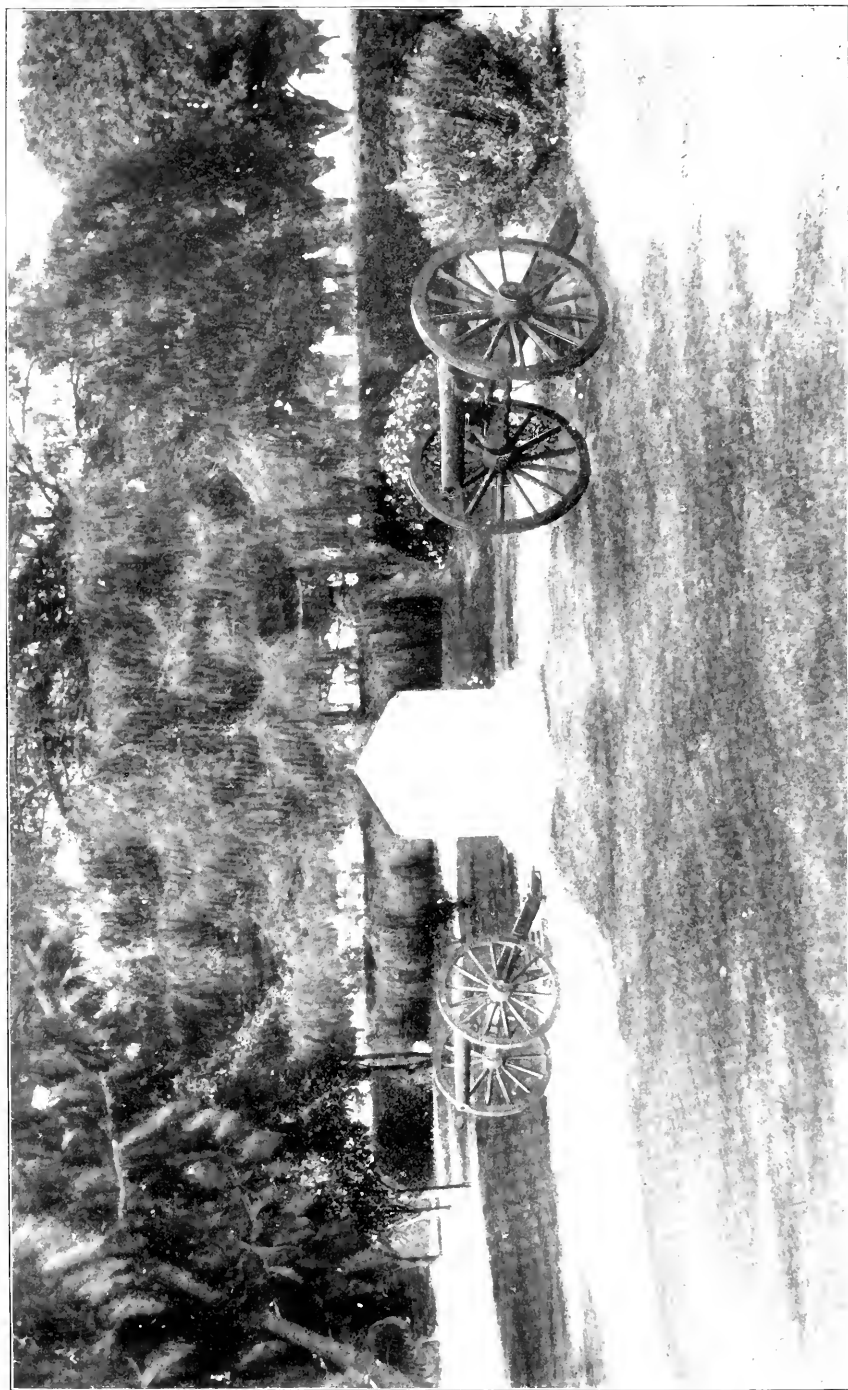
BAN RUT BATTERY, 4. FOURTH UNITED STATES, NATIONAL CEMETERY



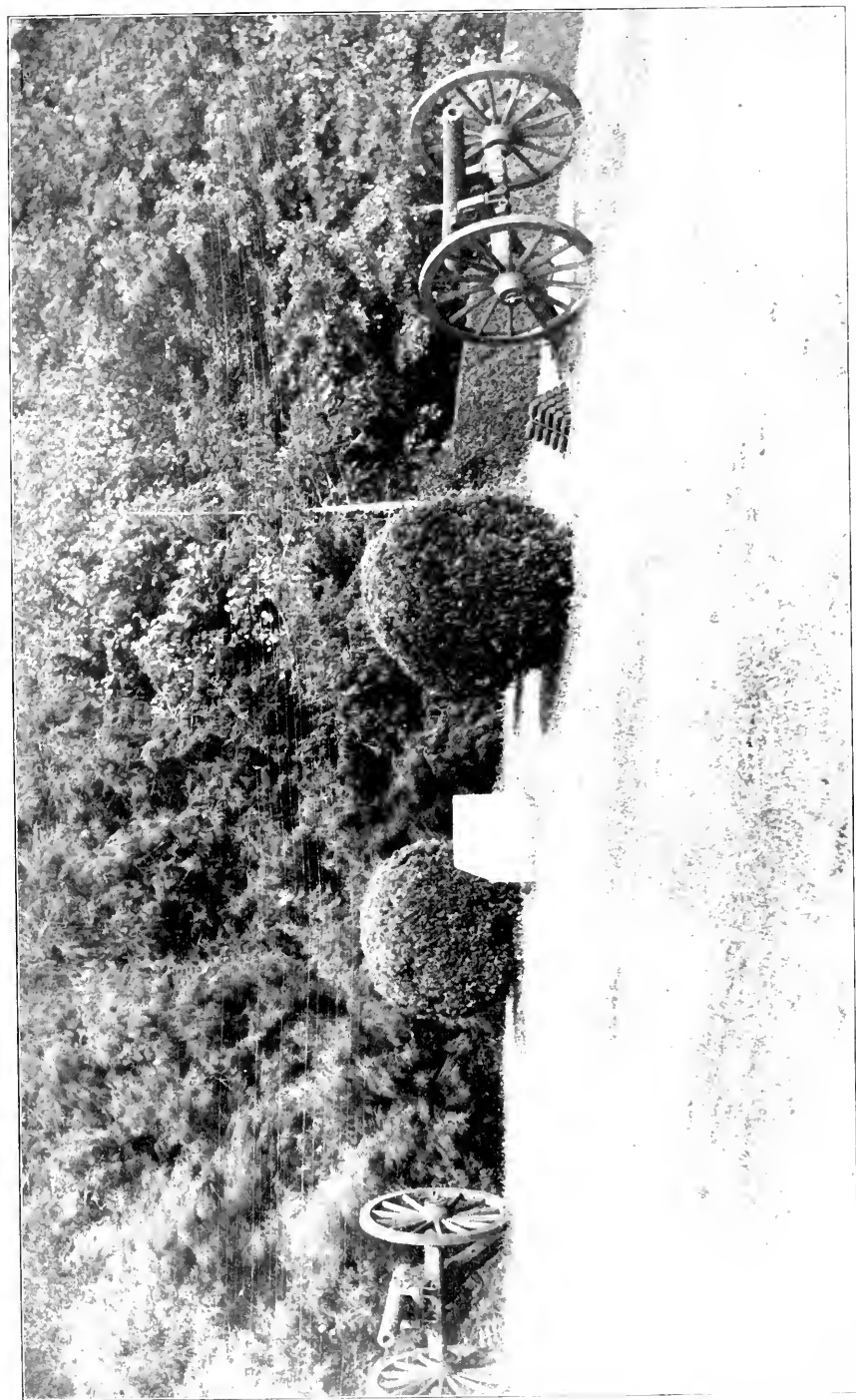
EAKIN'S BATTERY H, FOURTH UNITED STATES, NATIONAL CEMETERY



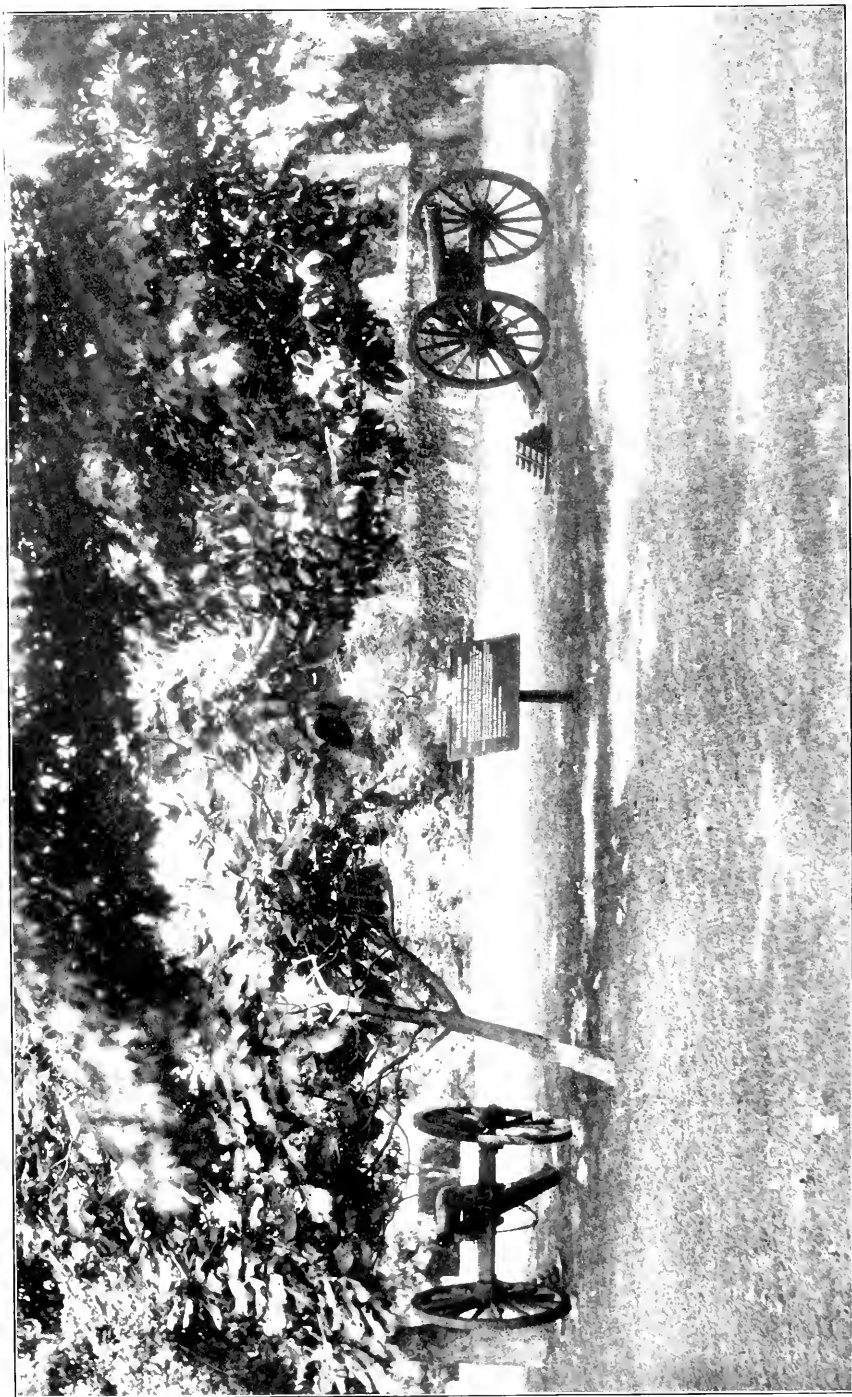
HILL'S BATTERY C. FIRST WEST VIRGINIA NATIONAL CEMETERY



M. CARTNEY'S BATTERY A FIRST MASSACHUSETTS



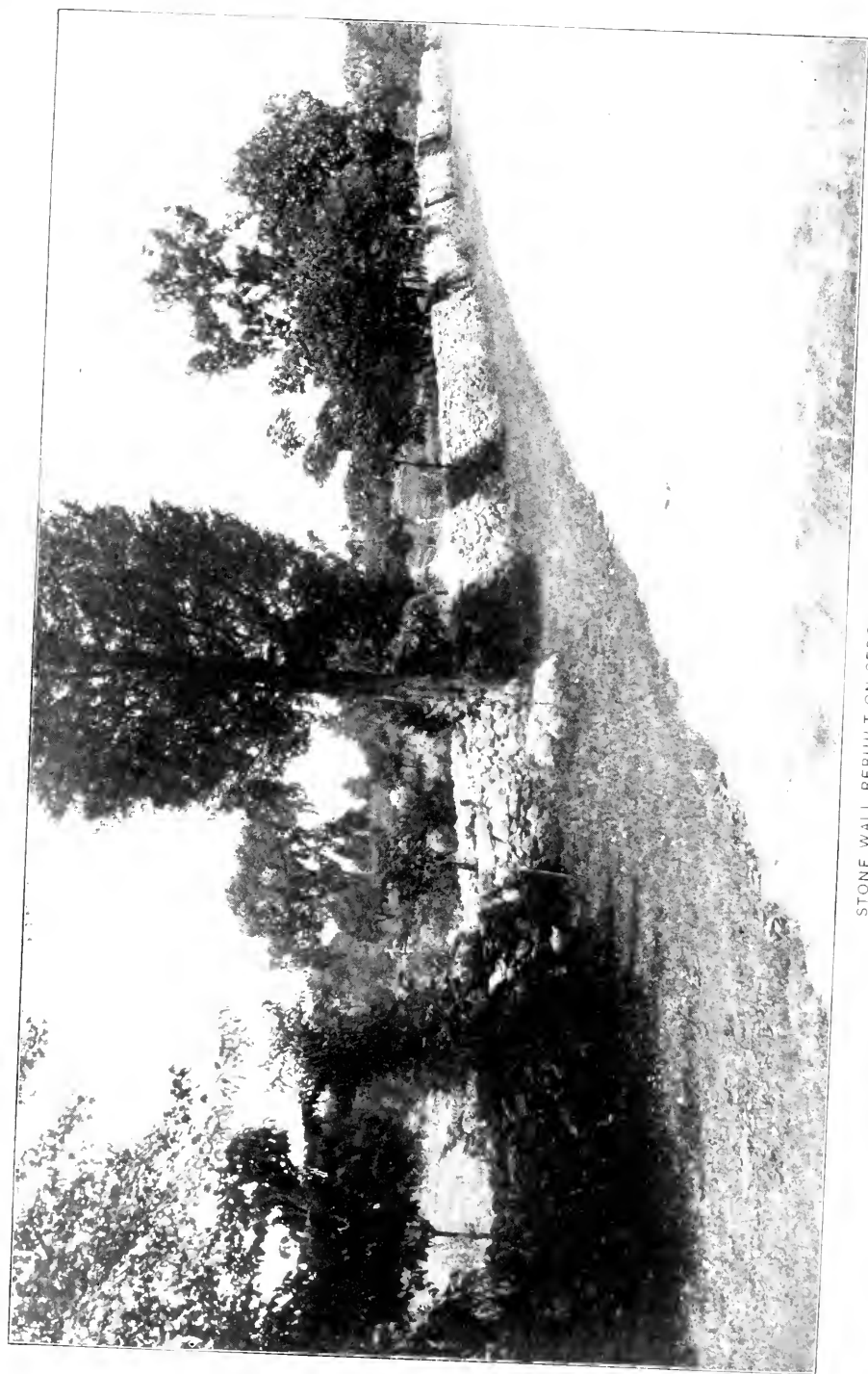
HALL'S SECOND MAINE BATTERY.



EDGELL'S FIRST NEW HAMPSHIRE BATTERY



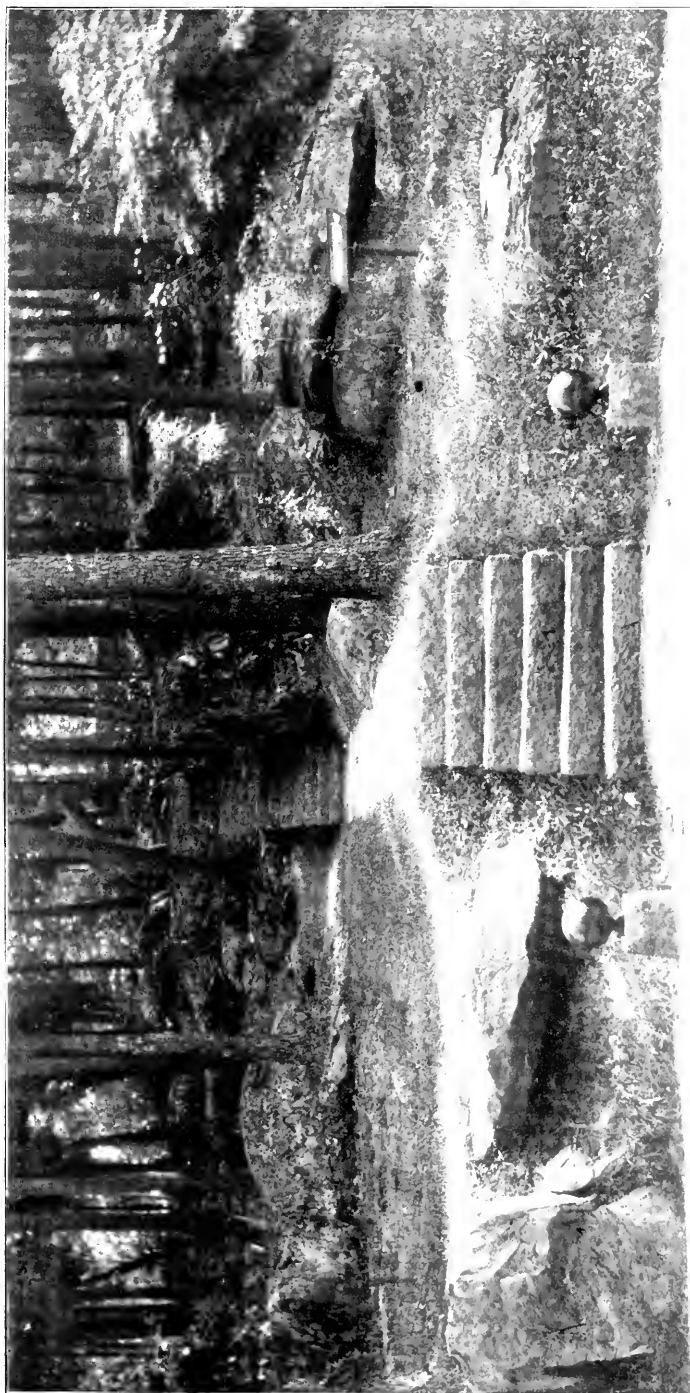
BREASTWORKS IN PATTERSON FIELD EAST OF HANCOCK AVENUE.



STONE WALL REBUILT ON SEDGWICK AVENUE



WHEATFIELD ROAD, CONNECTING SICKLES AVENUE



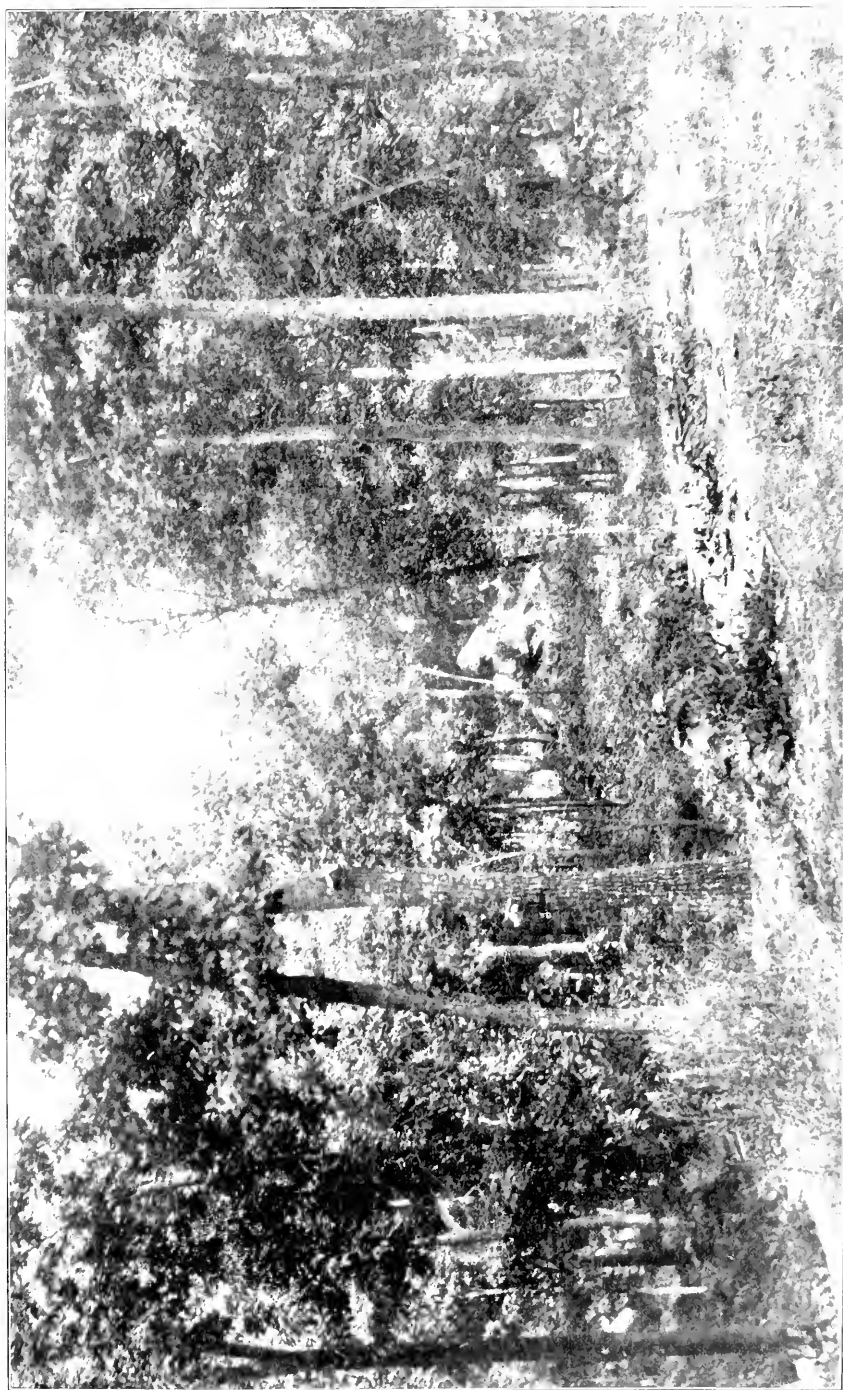
PATH TO SUMMIT OF BIG ROUND TOP FROM AVENUE



PATH NEAR SUMMIT OF BIG ROUND TOP



PATH NEAR SUMMIT OF BIG ROUND TOP LOOKING TOWARD BASE OF HILL



VISTA NEAR SUMMIT OF BIG ROUND TOP SHOWING THE J-PHINA

THE UNIVERSITY OF CHICAGO

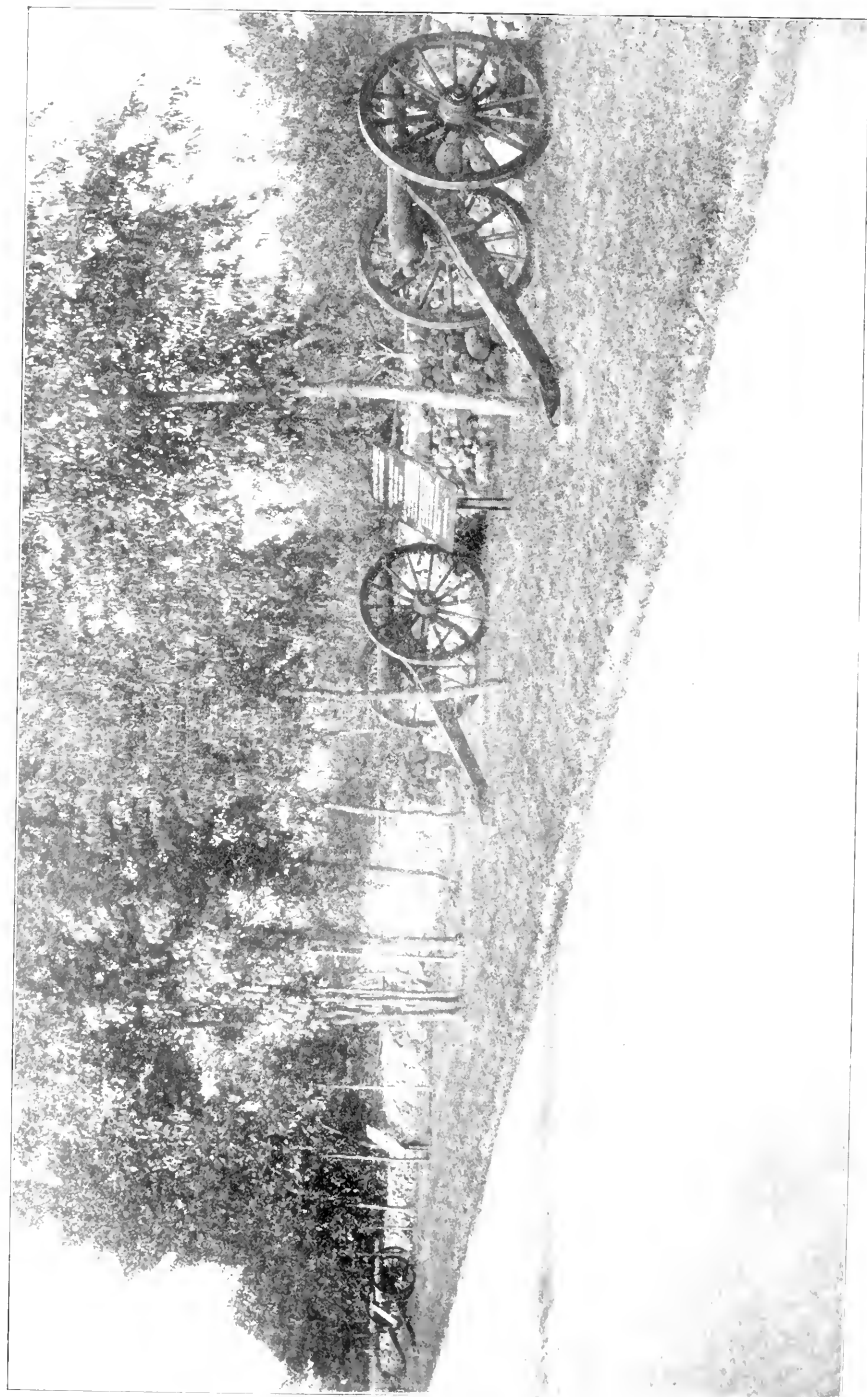
THE UNIVERSITY OF CHICAGO

[illegible]

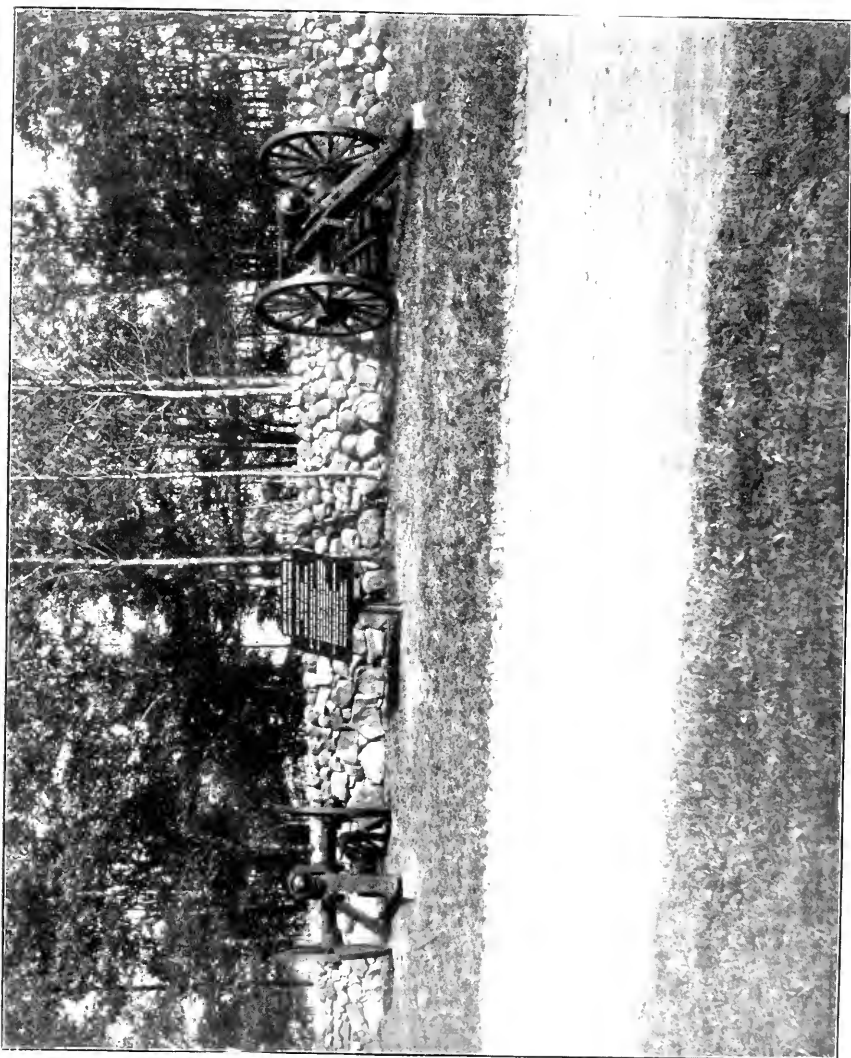
JULY 3 OCCUPIED THE GREAT WORKS ON WEST SLOPE OF ROUND TOP. THE 4TH AND 5TH REGIMENTS ASSISTED AT S. B. H. REFUGING VALLEY LLD BY BRIG. GEN. FARNSWORTH IN PLUM RUN VALLEY. A TOP IN THE BRIGADE TOOK POSITION NEAR HERE.

JULY 5 ABOUT 5 A.M. BEGAN ITS MARCH TO HAGERSTOWN MD.

PRESENT ABOUT 1500 LOSSES ABOUT 550

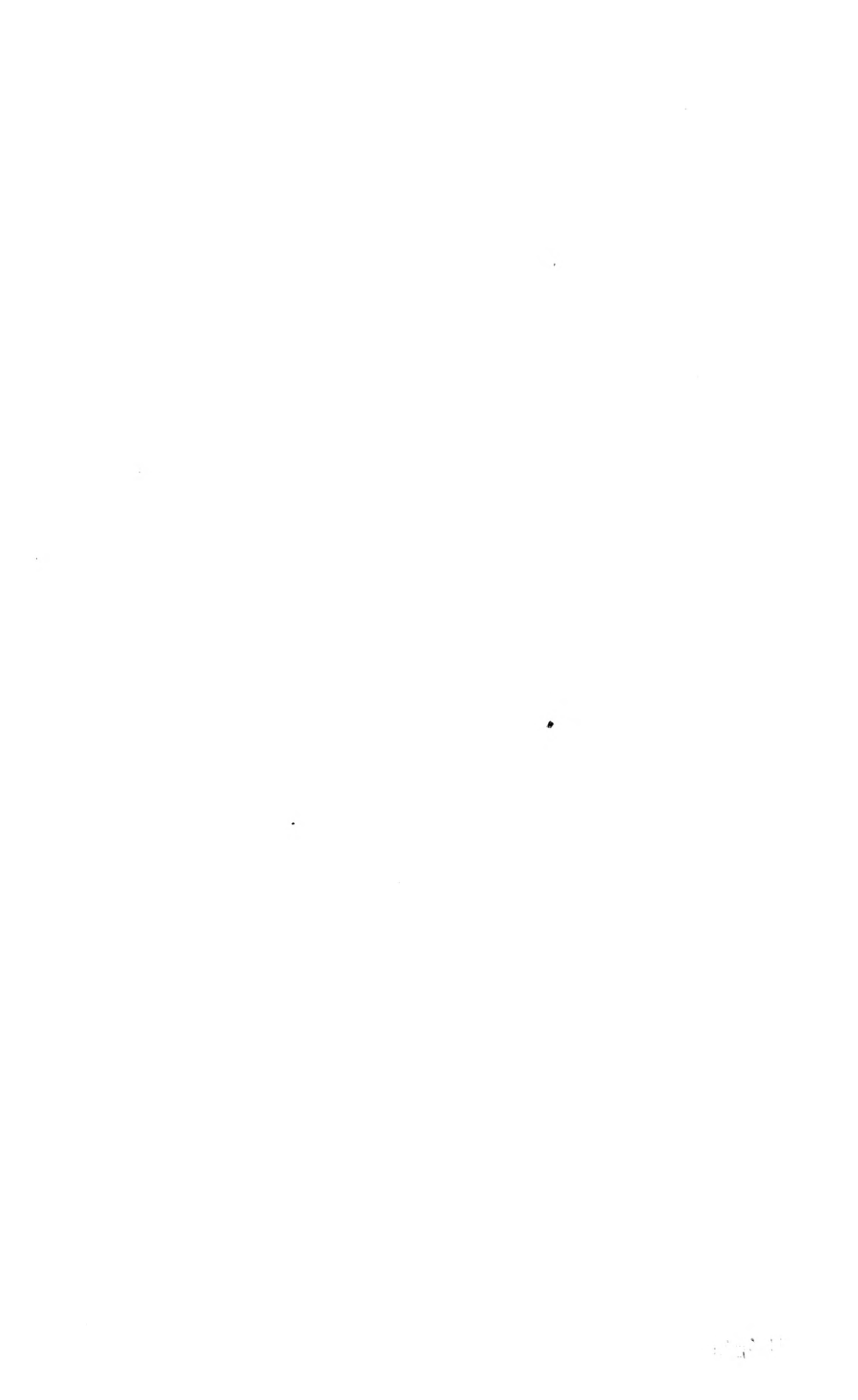


TAYLORS AND PARKERS BATTERY SECTION 4 CONFEDERATE AVENUE



CARLTON'S BATTERY, SECTION 4, CONFEDERATE AVENUE.

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